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LEGISLATIVE HISTORY

Public Law 71--77th Congress

Chapter 130--1st Session

H. R. 4183

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DIGEST OF PUBLIC LAW 71

WAR DEPARTMENT CIVIL APPROPRIATION ACT, 1942. Provides for transfer of \$998,342 from War to Agriculture for preliminary examinations and surveys for run-off and water-flow retardation and soil-erosion prevention on watersheds of flood-control projects.

SUMMARY AND INDEX OF HISTORY ON H. R. 4183

March 19, 1941	Hearings: House, H. R. 4183.
March 26, 1941	House Committee on Appropriations reported H. R. 4183. H. Rept. 329. Print of the bill as reported.
March 27, 1941	Debated in the House and passed as reported.
March 31, 1941	H. R. 4183 was referred to the Senate Committee on Appropriations. Bill not reprinted.
April 15, 1941	Hearings: Senate, H. R. 4183.
April 25, 1941	Senate Committee on Appropriations reported with amendments. S. Rept. 196. Print of the bill as reported.
April 29, 1941	H. R. 4183 was debated in the Senate and passed with amendments. Print of the bill with amendments of the Senate numbered. Senate requests conference and appointed Conferees.
May 8, 1941	House appointed Conferees. p. 3793.
May 13, 1941	Conference Report submitted in the House. H. Rept. 537.
May 15, 1941	House insists upon its disagreement to Senate amendment. Senate recedes and accepts Conference Report.
May 23, 1941	Approved. Public Law 71.















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HR-4183

**WAR DEPARTMENT CIVIL FUNCTIONS  
APPROPRIATION BILL FOR 1942**

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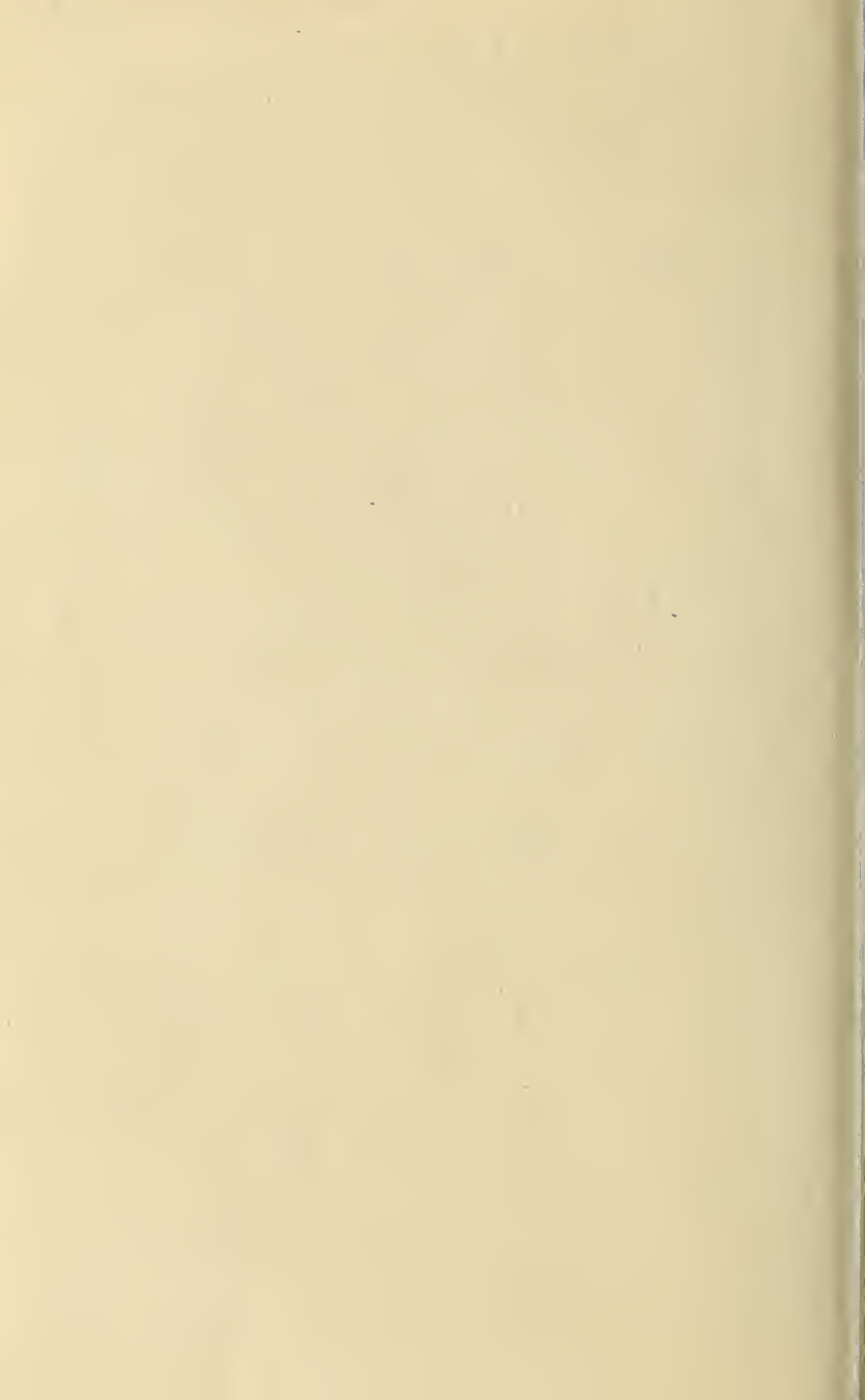
**HEARINGS**  
**BEFORE THE**  
**SUBCOMMITTEE OF THE**  
**COMMITTEE ON APPROPRIATIONS**  
**HOUSE OF REPRESENTATIVES**  
**SEVENTY-SEVENTH CONGRESS**  
**FIRST SESSION**  
**ON THE**  
**WAR DEPARTMENT CIVIL FUNCTIONS**  
**APPROPRIATION BILL FOR 1942**

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Printed for the use of the Committee on Appropriations









# WAR DEPARTMENT CIVIL FUNCTIONS APPROPRIATION BILL FOR 1942

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## HEARINGS

BEFORE THE

### SUBCOMMITTEE OF THE COMMITTEE ON APPROPRIATIONS HOUSE OF REPRESENTATIVES

SEVENTY-SEVENTH<sup>U.S.</sup> CONGRESS

FIRST SESSION

ON THE

### WAR DEPARTMENT CIVIL FUNCTIONS APPROPRIATION BILL FOR 1942

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Printed for the use of the Committee on Appropriations



UNITED STATES  
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WASHINGTON : 1941



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# WAR DEPARTMENT CIVIL FUNCTIONS APPROPRIATION BILL FOR 1942

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HEARINGS CONDUCTED BY THE SUBCOMMITTEE, MESSRS. J. BUELL SNYDER (CHAIRMAN), DAVID TERRY, JOE STARNES, ROSS A. COLLINS, JOHN H. KERR, GEORGE H. MAHON, D. LANE POWERS, ALBERT J. ENGEL, AND FRANCIS H. CASE, OF THE SUBCOMMITTEE ON APPROPRIATIONS, HOUSE OF REPRESENTATIVES, IN CHARGE OF THE WAR DEPARTMENT CIVIL FUNCTIONS APPROPRIATION BILL FOR THE YEAR 1942 ON THE DAYS FOLLOWING, NAMELY:

WEDNESDAY, MARCH 19, 1941.

Mr. SNYDER. I have called the committee together to hear the remaining items in the civil functions budget of the War Department. We held a special meeting on February 22 to hear the Panama items.

Perhaps the record should disclose at the outset that the Budget, including a supplemental estimate, calls for a total of \$221,272,228 by way of direct appropriations for the objects embraced by this bill, and \$79,000,000 by way of contractual authority, all of the latter applying to the new set of locks being built in the Canal Zone.

The total of direct appropriations is \$50,742,433 less than the aggregate amount thus far made available for the current fiscal year. You will notice that that amount is at variance with the tabulation at the fore part of the subcommittee print, and it results from two supplemental appropriations provided since the Budget was submitted, contained in the first deficiency appropriation bill, 1941, namely, an additional amount of \$23,882,000 for a number of national-defense river and harbor projects, and \$11,281,300 very largely for additional protective works in the Canal Zone.

With that preface I should say we are ready to hear the estimate of the Quartermaster's Department.

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## QUARTERMASTER CORPS

### CEMETERIAL EXPENSES

STATEMENTS OF MAJ. GEN. E. B. GREGORY, THE QUARTERMASTER GENERAL; COL. E. B. McKINLEY, CHIEF, FISCAL DIVISION, OFFICE OF THE QUARTERMASTER GENERAL; MAJ. E. A. ANDERSEN; MAJ. E. B. SOURBIER, AND MISS E. A. STOMMEL, OFFICE OF THE QUARTERMASTER GENERAL

Mr. SNYDER. General Gregory, you and Colonel McKinley and Major Sourbier, I believe, are here to justify the item, "Cemeterial expenses?"



General GREGORY. Yes, sir.

Mr. SNYDER. The estimate is \$2,765,626, and the current appropriation, thus far, is \$2,308,925. That means an increase of \$456,701.

Possibly, first, you might tell us about suggested textual changes.

You provide specifically for markers, and there is a change in the statutory citations, and it appears from the justifications that you wish to make a further change.

Go ahead with your explanation.

General GREGORY. The act of May 17, 1938, insofar as it authorizes the disposition of remains of military personnel, specifically limits such personnel to the Regular Army. The personnel of the Reserve components, drafted men, and any other components of the Army of the United States should, during the present emergency, be entitled to the same benefits as are personnel of the Regular Army under this estimate. This change in language covers that.

The disposition of the remains of reserve components and drafted men have already been provided for by an authorization act. The proposed change is to bring the language of the appropriation act in line with the authorizing legislation.

Mr. SNYDER. The additional amount that is requested is responsive, very largely, is it not, to the active duty employment of the civilian components and to the selective trainees?

General GREGORY. Yes, sir. Practically the entire amount, with the exception of a small amount which is for additional employees.

Mr. SNYDER. Do you happen to have that figure? That is, just how much is in this estimate by reason of the expansion that has occurred in the active forces?

General GREGORY. The estimate for the fiscal year 1942 contains an increase over the fiscal year 1941 appropriation of \$429,988 due to the increase in the strength of the Army.

#### DISTRIBUTION OF AND ITEMS OF INCREASE IN ESTIMATES FOR 1942

Mr. SNYDER. You may insert at this point the project summary sheets.

General GREGORY. Yes, sir, we will insert those in the record.

(The project sheets referred to are as follows:)

#### *Justification of estimate—Summary of projects*

(1) Number and purpose of project	(2) Obligations, 1940	(3) Estimated obligations, 1941	(4) Estimate, 1942	(5) Deviation 1942 from 1941
1. Pay of civilian employees.....	\$277,160	\$276,380	\$290,350	+\$13,970
2. Stationery and office supplies.....	1,043	1,040	1,040	-----
3. Fuel.....	11,694	11,494	11,350	-144
4. Forage and other supplies and services for animals.....	840	840	840	-----
5. Miscellaneous supplies and materials.....	17,414	20,504	20,504	-----
6. Communication service.....	3,985	7,678	10,678	+3,000
7. Travel expenses.....	35,728	181,272	259,850	+78,578
8. Transportation of things.....	111,000	327,983	393,250	+65,267
9. Heat, light, power, electricity, and water (service).....	6,275	5,778	5,778	-----
11. Repair and alteration of buildings, struc- tures, utilities, and equipment.....	80,427	104,927	46,000	-58,927
12. Repair of motor vehicles.....	3,307	3,232	3,232	-----
13. Special and miscellaneous current expenses.....	1,000	1,000	1,000	-----
14. Burial expenses (except transportation).....	95,998	599,253	890,000	+290,747



*Justification of estimate—Summary of projects—Continued*

(1) Number and purpose of project	(2) Obligations, 1940	(3) Estimated obligations, 1941	(4) Estimate, 1942	(5) Deviation 1942 from 1941
15. Equipment, procurement and installation of .....	\$27, 671	\$27, 251	\$25, 000	—\$2, 251
16. New construction .....	302, 254	129, 500	213, 000	+83, 500
17. Headstones .....	384, 020	384, 020	384, 020	.....
18. Nonstructural improvements .....	220, 236	219, 224	209, 000	—10, 224
19. Monuments or tablets in Cuba and China .....	734	734	734	.....
Available for obligation .....	1, 580, 726 <sup>1</sup> +5, 488	2, 302, 110 <sup>2</sup> +6, 815	2, 765, 626	+463, 516 —6, 815
Total appropriated .....	<sup>3</sup> 1, 586, 214	2, 308, 925	2, 765, 626	+456, 701

<sup>1</sup> \$5,488 transferred to the Interior Department for care and maintenance to "National parks, battlefields, monuments, and cemeteries"; National Park Service.

<sup>2</sup> \$6,815 transferred to Interior Department for Custer Battlefield National Cemetery, which was transferred to the Interior Department July 1, 1940, pursuant to Executive order of June 3, 1940 (Executive Order 8428, June 3, 1940).

<sup>3</sup> The sum of \$1,586,214 includes the 1940 appropriation of \$1,449,960 plus \$136,254 of the 1939 appropriation.

Mr. SNYDER. The matter just inserted shows transfers to have been made to the Interior Department of 1940 and 1941 funds. Is it the idea to transfer any of the 1942 money to that Department?

Miss STOMMEL. That covers the maintenance of the Custer Battlefield, which, during this fiscal year, was transferred to the Interior Department. There will be no transfer in 1942.

## PAY OF CIVILIAN EMPLOYEES

## ADDITIONAL EMPLOYEES REQUESTED

Mr. SNYDER. The first project applies to the pay of civilian employees. There is an increase of \$13,970. What is the explanation?

General GREGORY. This increase is due to the need for additional employees at Woodlawn National Cemetery, Elmira, N. Y., including one superintendent and one laborer; at the Baltimore National Cemetery, Baltimore, Md., one additional permanent laborer; at the Fort Sam Houston National Cemetery, Tex., one additional permanent laborer; at the Arlington National Cemetery, Va., four additional permanent laborers, two additional watchmen, and three truck drivers, making a total annual increase of \$13,970.

Mr. SNYDER. When was the deal turning over the additional acreage consummated?

General GREGORY. The addition at Woodlawn National Cemetery was deeded May 28, 1940.

## SUPERINTENDENT FOR WOODLAWN CEMETERY, ELMIRA, N. Y.

Mr. SNYDER. You said the estimate provides for a superintendent at Woodlawn?

General GREGORY. Yes, sir; at the Woodlawn Cemetery they have no superintendent.

Mr. SNYDER. I fail to see the need for a superintendent for a place of this size. Why should you not be able to get an intelligent man to take charge and do some work around the area besides?



General GREGORY. There is sufficient activity at Woodlawn to justify a full-time superintendent.

Mr. SNYDER. Where is the Woodlawn Cemetery?

General GREGORY. That is at Elmira, N. Y. Up until recently that cemetery consisted of a 2½-acre plot in which there are a number of graves of Confederate prisoners of war, several hundred union soldiers, and some World War veterans.

Recently this cemetery has been enlarged to approximately 8 acres, the land being donated by the city of Elmira, and now this has become an active cemetery, and a superintendent is needed, with one laborer.

Mr. POWERS. Who has been acting as superintendent?

General GREGORY. They had a part-time man, employed for the rest of the time in another civilian cemetery near by.

Mr. POWERS. Do you think it is necessary to have a superintendent for a 10-acre cemetery?

General GREGORY. I would say so. That is because of the fact that as soon as these cemeteries are established the burials begin, and I imagine that cemetery will have quite a substantial number of burials almost immediately.

Mr. SNYDER. What is the proposed pay of the superintendent?

General GREGORY. He will receive \$1,200.

Mr. TERRY. And quarters?

General GREGORY. There are no quarters yet; we have not provided for any.

Mr. SNYDER. Does he come under civil service?

General GREGORY. Yes, sir. There are very definite statutory provisions covering the appointment of cemetery superintendents.

Mr. POWERS. Let us get the situation in regard to quarters straightened out. This man, I understand, is not supplied with quarters.

General GREGORY. No, sir.

Mr. POWERS. Will he live at this Elmira Cemetery?

General GREGORY. He will live in the vicinity and be in charge of the cemetery.

Mr. POWERS. Will he be furnished with quarters by the Government eventually?

General GREGORY. Yes, sir; he will be, ultimately.

Mr. POWERS. That would mean that the Government would build a house, probably, on this property?

General GREGORY. Yes; the usual lodge containing the office and living quarters.

Mr. POWERS. In other words, if the committee approves the item of \$1,200 for the superintendent, and that is carried in the appropriation bill, then eventually a request for quarters may be presented?

General GREGORY. Yes, sir.

Mr. TERRY. Is provision now made for a house to be constructed there?

General GREGORY. Not yet.

#### ADDITIONAL LABORERS FOR BALTIMORE NATIONAL CEMETERY

Mr. SNYDER. Will you proceed with the next item, for the Baltimore National Cemetery?

General GREGORY. The Baltimore Cemetery is a comparatively new cemetery. One superintendent and four laborers are now provided. The number of burials is increasing and an additional



laborer is required to take care of the current growing number of burials.

Mr. SNYDER. Are these laborers under civil service?

General GREGORY. Yes, sir.

Mr. POWERS. How much pay do they receive?

General GREGORY. They receive \$1,140 per year.

ADDITIONAL LABORER FOR FORT SAM HOUSTON NATIONAL CEMETERY

Mr. SNYDER. Why the additional laborer at Fort Sam Houston?

General GREGORY. There are only 3 there now. The cemetery contains 60 acres and the burials average 160 a year.

Mr. SNYDER. You cannot maintain the whole cemetery and take care of the growing number of burials with the number of laborers now authorized?

General GREGORY. No, sir.

Mr. POWERS. It is natural to assume that with the enormous increase in the size of the Army there will be an enormous increase also in the work at cemeteries?

General GREGORY. There probably will be.

ADDITIONAL LABORERS, WATCHMEN, AND TRUCK DRIVERS FOR ARLINGTON NATIONAL CEMETERY

Mr. SNYDER. Proceed with the Arlington item.

General GREGORY. At the Arlington Cemetery there are now 22 permanent laborers.

Mr. SNYDER. What was your labor force over there in 1937? How many laborers did you employ then?

General GREGORY. There were 19 permanent laborers at Arlington in 1937.

Mr. POWERS. Can you give us the number of laborers employed there in 1939 and 1940?

General GREGORY. There were 22 in 1938, 21 in 1939, and 21 in 1940. There are 22 there at present. There has been no material change in the last couple of years.

Mr. SNYDER. There are about 4 months out of the year when you have very little use for men for upkeep of the grounds. It seems to me your permanent force should be limited to the number for whom there will be year-around employment.

General GREGORY. There is a constant use of that cemetery, and burials there run as high as 10 or 15 a day sometimes.

Mr. SNYDER. Since you have funds for employing temporary labor, why should you not manage to get along in that way?

General GREGORY. We have funds for temporary labor, but the cemetery is very active. This permanent labor force is needed. We do hire some additional temporary labor from another project during the very active summer months, when the grass has to be cut.

Mr. SNYDER. Do you maintain 24-hour watch service or guard service at Arlington?

General GREGORY. Yes, sir.

Mr. SNYDER. How many men do you have on guard during the night?

General GREGORY. We have four posts of three men each and one patrol of two men. So there are four people who have regular posts and the patrol of two men who go around at night.



Mr. SNYDER. What is the difference between the pay of a sergeant and the pay of a watchman?

General GREGORY. The pay of the Sergeant is \$1,320 and the pay of a watchman is \$1,200, making a difference of \$120 per year.

Mr. SNYDER. With respect to the truck drivers, what are you paying the unskilled laborers now used as truck drivers?

General GREGORY. As I remember, it is \$1,140 a year, and the truck drivers get \$1,200 or an increase of \$5 a month in pay.

Mr. POWERS. Are these watchmen on duty at Arlington all the time, day and night?

General GREGORY. Yes, sir.

Mr. POWERS. Do you happen to know how many are on duty in the daytime and how many on duty at night?

General GREGORY. Six watchmen are on duty at night. Five watchmen are on duty during the day except Saturdays, Sundays, and holidays, when there are six.

Mr. POWERS. I should think there would be more on them on duty in the day time, because the cemetery is closed at night.

General GREGORY. You would be surprised to know how much trouble they have to keep the cemetery free from people at night. We are constantly on guard against vandalism and the theft of things for souvenirs. We have had instances of vandalism on monuments.

Mr. POWERS. Stealing things for souvenirs?

General GREGORY. Stealing souvenirs like metal letters.

Mr. SNYDER. Are the laborers you are presently using as truck drivers to be the persons you will employ as truck drivers?

General GREGORY. They will have to attain a civil-service status. If there is an eligible list for truck drivers we will have to take them off of that civil service eligible list.

Mr. SNYDER. If this means just a change of designation for the same employees, then you really are increasing your labor force by seven instead of four, are you not?

General GREGORY. Yes, sir.

#### COMMUNICATION SERVICE

Mr. SNYDER. Turn to project No. 6, General. There is an increase there of \$3,000 for communication expenses. What is the explanation?

General GREGORY. Telegraphic service between points of death at military stations and the relatives of officers and enlisted men who may die in the service, concerning the disposition of the remains. This kind of communication will be increased considerably due to the increase in the strength of the Army, so that this item will require the additional amount requested.

Mr. POWERS. This is based on past experience?

General GREGORY. Yes, sir.

Mr. POWERS. You are using your past experience and comparing it with the experience you expect to have with the increase in the size of the Army?

General GREGORY. Yes, sir.



## TRAVEL EXPENSE

Mr. SNYDER. Under project No. 7 there are a couple of minor reductions and an increase of \$82,083 for travel of escorts for remains of soldiers. What is the justification?

General GREGORY. The law allows the remains of a soldier to be escorted to his place of burial by an escort whose expenses are paid from this appropriation. The escort uses one of the two tickets issued for the transportation of the remains in the going journey. The return trip of the escort is paid from the appropriation for this project.

Mr. SNYDER. On the preceding page, page 23, there appears a \$2,000 item for travel of headstone inspectors. In connection with that, how many quarries do you have contracts with right now?

General GREGORY. Eight.

Mr. SNYDER. Where are these quarries?

General GREGORY. The quarries are in Georgia, in New England, in Mississippi, and in Alabama. There is one contractor for bronze markers in California.

Mr. SNYDER. Are not any of them in the West?

Miss STOMMEL. No, sir; none of the quarries because they have not been successful bidders in that section. We have sent invitations to bid to people out in the field, but their bids have not been successful; they have not been the low bidders.

## TRANSPORTATION OF THINGS

Mr. SNYDER. Under project No. 8 there is an increase for the transportation of headstones and for the transportation of remains. You may make a statement regarding those two items of expense, as found on page 26 of the justifications.

General GREGORY. Yes, sir; the increase for headstones results from providing for the transportation of 6,118 more headstones than transportation was provided for in 1941. The increase in the transportation of remains is due to the increase in the number of remains we expect to have to transport during the fiscal year.

Mr. SNYDER. General, in this and other projects you are carrying large increases because of the expansion that has been and is taking place in our armed forces. We understand that the estimates can only be estimates. They are based on your best judgment, formed from past experience.

It is the hope of all of us, very naturally, that you are wrong in some of these estimates.

General GREGORY. Yes, sir.

Mr. SNYDER. In other words, that the deaths will not be as numerous as your experience tables suggest. In that event, may we have your assurance that the funds that may be provided solely because of the expansion, if not needed for the purposes for which requested, will not be diverted to other uses?

General GREGORY. Yes, sir; I would say, in general, that you can have that assurance.



## REPAIR AND ALTERATION OF BUILDINGS, STRUCTURES, UTILITIES, AND EQUIPMENT

Mr. SNYDER. Turn to project No. 11, please. In connection with the road item on page 33, tell us how this estimate compares with what you have been expending for road upkeep.

General GREGORY. It is half the amount that has been appropriated for 1941. All of our cemeteries have received in the last several years the benefits of W. P. A. labor, the continuance of which in the near future is rather uncertain.

Mr. POWERS. What amount did you request from the Budget?

General GREGORY. \$104,927 for project 11.

Mr. POWERS. For the entire project?

General GREGORY. Yes; for the entire project. This was reduced to \$46,000.

Mr. POWERS. Did the Budget give any reason for that reduction?

General GREGORY. They said the money was needed for national defense.

Mr. SNYDER. There is no economy in allowing roads to deteriorate, and I was just wondering if this amount is considered adequate.

General GREGORY. I would say that it is hardly adequate.

## BURIAL EXPENSES

Mr. SNYDER. Under project No. 14 we find an increase of \$290,747. What is the justification?

General GREGORY. This increase is based upon the expected number of deaths above those provided for in the fiscal year 1941, the increase, of course, being due to the larger-sized Army. We figure deaths at the rate of 5 per 1,000 men.

Mr. POWERS. How does that compare with the civilian rate?

General GREGORY. It is considerably lower, about half of the civilian rate.

Mr. POWERS. Upon what sized Army were your 1941 fiscal year estimates based?

Colonel MCKINLEY. Mr. Powers, this is on a man-year basis, and while provision for the total strength that we put into the 1942 estimates will be attained in June 1941, the curve rises very sharply this spring, so we do not have the large number of men on hand for an extended period of time. The 1941 estimate is based on the man-years in 1941, whereas the man-years will be greatly increased in 1942, although the size of the Army actually on active duty decreases. This is all absolutely in proportion to the man-year basis in 1942.

## PREPARATION OF REMAINS IN PANAMA

Mr. SNYDER. What about the preparation of remains in Panama?

General GREGORY. The amount for the preparation of remains in Panama is \$12,071.

The remains of soldiers who may die in the Canal Zone are prepared for burial by the Panama Canal authorities. The estimate of cost is based on the preparation of the remains, the embalming, and the caskets, at an average cost of \$115 for each case. On the basis of the estimated number of deaths for the fiscal year 1942, as indicated by the Surgeon General—that is, 5 per 1,000 men, provision is made for



105 cases involving preparation of remains in the Panama Canal Department.

Mr. SNYDER. Why do you not look after the preparation of remains in Panama yourselves, like you do in the Philippines and Hawaii? Why pay the Canal authorities \$115 when you are doing it at these other places yourselves for \$89.37?

General GREGORY. To do that we would have to set up regular mortuary and embalming services, which the Panama Canal authorities already have in existence at the Canal Zone, and we would have a duplicate organization, duplicating that which they have in existence, which would hardly be justified.

Mr. POWERS. You have the figure of \$115 as the cost of preparing remains in Panama. What is your average cost for that work in continental United States?

General GREGORY. It is \$85.

Mr. POWERS. What is it in Hawaii?

General GREGORY. It is \$89.37. I understand, however, that they supply a little better casket there.

#### PREPARATION OF REMAINS UNDER CONTRACT

Mr. SNYDER. For preparation of remains under contract the amount of the estimate is \$581,400.

General GREGORY. Funds under this item are required for payment of cost of preparation of remains for burial at the place of death or for shipment home, in cases where death may occur in the United States and Alaska. The estimate provides for the payment in 6,840 cases at an average cost of \$85 each. The remains of decedents are prepared under contract with local undertakers as provided by regulations. Army regulations limit the cost of preparation of remains to \$85 for each case, except where death occurs under unusual circumstances, as while on furlough remote from station, airplane accident, and similar circumstances. The estimate also covers the cost of reimbursement of relatives in cases where the burial expenses are borne from the private funds of the relatives.

Mr. SNYDER. What limit obtains on reimbursement where burial expenses are borne from private funds?

General GREGORY. Whenever they run over \$150 the case is taken up with the Under Secretary of War who personally approves the expenditure. When any large amount, over \$150, is submitted it is usually in connection with an airplane accident where the body is pretty badly mutilated and special services are required.

#### NEW CONSTRUCTION

Mr. SNYDER. Take up the construction project, General, No. 16, where there is an increase of \$83,500. What is involved there?

General GREGORY. Project 16 covers new construction. There are only two items in this project, one for the new Golden Gate National Cemetery and one for the Woodlawn National Cemetery at Elmira, N. Y.

At the Golden Gate Cemetery there is involved \$42,740 for road construction; \$75,000 for the installation of necessary water mains, and so forth, for the irrigation system, and \$82,260 for the construction



of a masonry and metal fence and chain link fence to enclose the 63-acre development.

For the initial development of a 5-acre addition to the Woodlawn National Cemetery there is estimated \$13,000.

Mr. SNYDER. When will you begin to use this Golden Gate Cemetery?

I had in mind the deferment of the fence project until the labor and material markets would be more favorable. Why would it not be all right to let that work go over for a year? Do you think that could be done?

General GREGORY. No, sir. We had hoped to start burials in the Golden Gate Cemetery before this, but now they will be started immediately after Memorial Day this year.

Mr. POWERS. You have an estimate of \$13,000 for the Woodlawn Cemetery, and I notice that the justification calls for a 5-acre addition donated by the city of Elmira. You say that there is a cemetery there now comprising 2.36 acres, and you are talking about a 10-acre cemetery. But this provides for only 5 acres additional.

Major SOURBIER. It should be approximately 8 acres instead of 10.

Mr. POWERS. Are you spending any money this year on the Beverly National Cemetery?

General GREGORY. We have no special project there.

Mr. POWERS. You feel that that is in pretty good shape and no additional funds are required at this time?

General GREGORY. I think so.

Mr. POWERS. I think you have a very beautiful and well-run cemetery there.

Mr. TERRY. What is the meaning of the item on page 45 of the justifications for the installation of necessary water mains, et cetera, for the irrigation system?

General GREGORY. That is a sprinkler system for the cemetery. This area, south of San Francisco, is very dry part of the year. To keep the cemetery in a presentable condition requires a sprinkler system in operation.

#### PURCHASE OF HEADSTONES

Mr. SNYDER. The project applying to the procurement of headstones is next. The estimate is \$384,020.

I suggest the insertion of the matter on page 47 of the justifications under "Supporting data."

General GREGORY. We will insert that in the record.

(The statement above referred to is as follows:)

*Supporting data.*—(b) The funds under this project are required for the purchase of 44,039 headstones and markers other than stone, which have not heretofore been provided, pursuant to the act of Congress approved April 18, 1940 (Public, No. 461, 76th Cong.), at an average cost of \$8.72 (contract price for fiscal year 1941). The basis of the estimate is as follows:



	Upright markers			Flat markers			Total
	Civil War	World War	Confederate	Marble	Granite	Bronze	
Unfilled applications carried over 1938 to 1939.....	1,155	1,314	822	1,194	-----	-----	4,485
Applications received 1939.....	7,027	20,531	2,273	6,095	-----	-----	36,226
Total needs, 1939.....	8,182	22,145	3,095	7,289	-----	-----	40,711
Contract, 1939.....	6,975	20,000	2,123	5,000	-----	-----	34,098
Unfilled applications carried over, 1939 to 1940.....	1,207	2,145	972	2,289	-----	-----	6,613
Applications received, 1940.....	7,094	19,290	2,793	6,300	1,273	-----	36,750
Total needs, 1940.....	8,301	21,435	3,765	8,589	1,273	-----	43,363
Contract, 1940.....	6,000	17,409	2,123	11,263	4,000	-----	40,795
Unfilled applications carried over 1940 to 1941.....	2,301	4,026	1,642	-2,674	-2,727	-----	2,568
Estimated applications to be received, 1941.....	5,788	18,453	2,838	7,174	7,288	377	41,918
Total estimated needs, 1941.....	8,089	22,479	4,480	4,500	4,561	377	44,486
Contract, fiscal year 1941.....	7,750	21,621	4,000	4,500	4,250	125	42,246
Estimated carry-over, 1941 to 1942.....	339	858	480	0	311	252	2,240
Estimated receipts, 1942.....	7,126	20,720	3,053	4,235	6,288	377	41,799
Total estimated needs, fiscal year 1942.....	7,465	21,578	3,533	4,235	6,599	629	44,039

Mr. SNYDER. The estimate will take care of all your needs so far as you are able to foretell?

General GREGORY. Yes, sir.

Colonel McKINLEY. There are in process now estimates for 1942 requirements in excess of those contained in the printed budget. These will attempt to catch the regular 1942 military estimates.

There is contemplated an additional estimate for 1942 which will increase the strength of the Army during next year. We had only processed that estimate as far as our War Department committee yesterday. Therefore we knew it was futile to try to catch the civil functions bill with a supplemental estimate for cemetery expenses.

I think we ought to be on record as stating that there is a possibility, possibly next January of a supplemental deficiency estimate in this connection, intended to put this appropriation on the same basis as regards Army strength as we will have in the 1942 military bill.

Mr. POWERS. That leads me to ask a question I was going to ask anyway.

You have the same amount here for 1941 as for 1942, and you are going to have more deaths in 1942 because of the increase in the size of the Army. And by the same token you will have more headstones to purchase. So what I cannot understand, and I think the committee, too, is why this estimate should be the same amount as last year. You are going to use more headstones in the fiscal year 1942 than in the fiscal year 1941, are you not?

General GREGORY. Part of this headstone expense goes for the replacement of headstones now in existence.

Miss STOMMEL. In national cemeteries where the headstones become obliterated we replace the headstones. Also we supply new headstones for new graves.



Mr. POWERS. Are you going to use more headstones in the fiscal year 1942 than in the fiscal year 1941?

General GREGORY. Of course, a big part of these headstones are for veterans rather than for current deaths.

Mr. POWERS. But there is a headstone in the case of every current death?

General GREGORY. That is right.

Mr. POWERS. You will have to have more headstones on account of the increase in the size of the Army?

General GREGORY. That is true.

Mr. POWERS. Then how could this estimate reasonably be for the same amount as was provided for this item last year?

General GREGORY. This estimate provides for more headstones than carried in the 1941 appropriation at a slightly lower price. The increased number, however, is not in proportion to the increase in deaths expected during 1942.

Annually the headstone requirements include a certain number to cover replacements in the national cemeteries. The number of replacements are reduced and carried on for action in the succeeding fiscal year if the number of applications for stones for current deaths are increased.

It was contemplated taking care of the excess needs for new current applications during the fiscal year 1942 by reducing the replacements in national cemeteries, thus obviating the necessity for increasing the estimate.

Mr. SNYDER. Tell us the names of the firms with whom you have contracts now for supplying stones and markers and the contract prices.

General GREGORY. We will insert that information in the record. (The statement above referred to is as follows:)



Statement showing quarries with which contracts are in effect for the fiscal year 1941, for the supply of headstones and bronze markers, including contract prices

Name of quarry	Type of marker				
	Civil War	World War	Confederate	Flat marble	Flat granite
Columbus Marble Works, Columbus, Miss.	150, at \$9.55	2,410, at \$10.20	800, at \$9.55	398, at \$7.70	1,900, at \$10.15
Georgia Marble Co., Taito, Ga.	60, at \$9.30	4,000, at \$9.74	310, at \$9.32		
Alabama Marble Co., Gantt's Quarry, Ala.	40, at \$9.45	1,170, at \$9.37	580, at \$9.48	102, at \$7.80	
Lee Marble Works, Lee, Mass.	3,500, at \$7.86	1,500, at \$7.97		3,500, at \$8.60	
Green Mountain Corporation, West Rutland, Vt.	2,250, at \$7.38	3,000, at \$8.42	1,750, at \$7.40	2,000, at \$6.72	
Vermont Marble Co., Proctor, Vt.		4,420, at \$9.59			
H. E. Fletcher Co., West Chelmsford, Mass.					2,100, at \$10
A. J. Bayer Co., Los Angeles, Calif.					125, at \$8.95



## NONSTRUCTURAL IMPROVEMENTS

Mr. SNYDER. Nonstructural improvements, project No. 18, comes next. The total of the project is \$209,000. Included is \$34,200 for tree surgery. You seem to be doctoring the trees quite a bit now.

How much longer do you expect to need this amount of money annually for doctoring up your trees? If you get this amount, you will have had \$102,600 over a period of 3 years, and it does seem like you ought to be approaching the time when a lesser amount would suffice.

General GREGORY. This is more or less a continuing function. Trees are like people, they get sick from time to time.

Major Anderson tells me that at the new Golden Gate Cemetery the W. P. A. last year spent about \$70,000 on trees alone, for pruning and cutting and removing trees.

Mr. SNYDER. Who do you get to do this work?

General GREGORY. That work is done by local contractors.

Mr. SNYDER. You have competitive bidding?

General GREGORY. Yes, sir.

Mr. SNYDER. How many people would you say are employed in the course of a year in doing this work on your trees?

General GREGORY. We have a record of that. These services are secured locally as the need arises.

Mr. SNYDER. Do you have any qualified tree surgeons in your own organization?

General GREGORY. No, sir; we do not.

Mr. TERRY. Do you make contracts with a firm of nationally known tree surgeons, or do you just have that work done by some local firm or contractor?

General GREGORY. We make contracts with local tree surgeons who are usually connected with some of the national organizations.

Mr. TERRY. It is very important to get competent people to do that work?

General GREGORY. Yes, sir; it is.

Mr. SNYDER. How much of this nonstructural improvement project would you say is expended for labor in your various cemeteries?

General GREGORY. I would say at least 50 percent.

An accurate analysis of these expenditures cannot be made from the records maintained in the Quartermaster General's office. Authorization for laborers is made by the corps areas from whom the information cannot be secured in time for submission with this testimony.

Mr. TERRY. Is it the practice now to lay out burial lots in regular order, as they have done in the past?

General GREGORY. Yes, sir; in the national cemeteries we put the stones in a line.

Mr. TERRY. In Arlington they are very irregular.

General GREGORY. That is true in the old sections.

Mr. TERRY. You do not follow that practice in Federal cemeteries over the country?

General GREGORY. No, sir.



EFFECT OF REDUCTION IN ITEM FOR REPAIRS, ETC., OF BUILDINGS,  
STRUCTURES, ETC.

Mr. POWERS. General, you testified, after you were questioned with reference to project No. 11, where the amount was reduced by \$58,927 for repair and alterations of buildings, structures, utilities, and equipment, that you thought, from past experience, it would be rather difficult to pursue that work as thoroughly as before, with the appropriation reduced more than half.

In looking over page 2 of your justifications I notice you have an increase of \$13,970 for pay of civilian employees.

Do you think it is better to work out the increase for civilian employees yourself through project 14, for burial expenses, or project 16 for new construction, or project 18 for nonstructural improvements? Do you think it would be better to work this out that way through those projects, increasing the project for repairs and alterations of buildings, or would you prefer having it left as is, if you had your own choice?

General GREGORY. We expect this year, because of the rate at which men have been brought into the Army, which is a lesser rate than was expected, to have a saving of about \$200,000 or \$250,000 in general burial expenses.

Mr. POWERS. Are you going to turn that back into the Treasury?

General GREGORY. We expect to turn that back into the Treasury. If we were allowed to use any saving from burial expenses which might come in the future on construction and repair projects it would be of material assistance.

## CONDITION OF PHILADELPHIA NATIONAL CEMETERY

Mr. SNYDER. What about the situation at the Philadelphia National Cemetery? We have had some inquiry about that.

What have you in mind, or what are you planning in connection with an increase in the cemeterial space?

Miss STOMMEL. The old cemetery is about filled up. We have not included it in our estimate.

General GREGORY. The old cemetery is about full, but there is nothing provided in this estimate for the establishment of a new cemetery at Philadelphia.

Mr. SNYDER. Have you planned for an increase there?

General GREGORY. We have a plan for establishing a new cemetery.

Mr. POWERS. Are you not taking a lot of the overflow from the Philadelphia Cemetery and burying them in the Beverly National Cemetery?

General GREGORY. Not at present.

Mr. POWERS. Eventually, you will have to have a new national cemetery either in Philadelphia or in the suburbs of Philadelphia.

General GREGORY. There should be one there; yes, sir.

Mr. SNYDER. That will be all, General, and we thank you and your assistants, Colonel McKinley, Major Andersen, Major Sourbier, and Miss Stommel very much.



WEDNESDAY, MARCH 19, 1941.

## SIGNAL CORPS

STATEMENTS OF LT. COL. JAMES T. WATSON, JR., SIGNAL CORPS;  
LT. COL. K. B. LAWTON, SIGNAL CORPS; AND LT. COL. PAUL  
GRIPPER, SIGNAL CORPS

## ALASKA COMMUNICATION SYSTEM

## OPERATION, MAINTENANCE, AND IMPROVEMENT

Mr. SNYDER. The Alaska Communication System seems to be the next appropriation item in the bill, which Colonel Watson is here to justify.

Colonel, we are glad to have you back with us.

Colonel WATSON. I thank you, Mr. Chairman.

Mr. SNYDER. You have an estimate here of \$222,744, which figures out \$24,752 above your current appropriation.

PAYMENT FROM TOLLS COLLECTED CHARGES OF BELL TELEPHONE  
CO. FOR RADIO-TELEPHONE SERVICES

First, I suggest you explain the new language you are proposing to add to the text of the appropriation.

Colonel WATSON. That language is requested to authorize the payment to the commercial companies for connection charges in connection with radio telephone service.

Mr. SNYDER. What has been the annual expense to the Bell Telephone System for maintaining this connection?

Colonel WATSON. This service is relatively new.

Colonel GRIPPER. That amount is approximately \$1,200 a year.

Mr. SNYDER. Is it more or less a fixed expense, or does it vary with the amount of business?

Colonel GRIPPER. It is not exactly a fixed amount. That is why I said "approximately." A certain portion is a fixed amount and the remainder is an amount which varies with the amount of traffic, that is, the number of calls transferred from the Alaska Communication System to the telephone company.

Mr. SNYDER. Can you give us an idea of what the additional expense would be to the users of the system? Take, for example, a party calling San Francisco from Juneau. What would the additional toll be?

Colonel GRIPPER. If that language is included, as I understand it, we would not put any additional toll charge on the user, but we would deduct an amount from the toll collected from the user. Instead of turning that amount into the Treasury we would utilize that amount, which is 45 cents per call, if there are less than 3,000 calls per year. If the total number of calls per annum does not approach 3,000, the fixed costs of the telephone company will not be covered. Should the number exceed 3,000, arrangements have been made for a reduction in the connecting charge.

Mr. SNYDER. The cost should be covered by the funds collected for that service?

Colonel GRIPPER. Yes, sir.



Mr. SNYDER. As I understand it, the change will occasion no added expense to the Government?

Colonel GRIPPER. No, sir.

Colonel WATSON. Take, for instance, a telephone conversation such as the one you have referred to, namely, between Juneau, Alaska, and San Francisco, Calif. There would be a charge for Juneau to Seattle. There is also a charge for the connection with the commercial wire system at Seattle, and then there would be the regular commercial charge from Seattle to San Francisco. It is the cost of connecting our system with the commercial wire system that we have in mind.

Mr. POWERS. If there is a call from Juneau to San Francisco, do you make a charge for connecting your system with the Bell System?

Colonel WATSON. No, sir; but we have to meet the cost, and the Comptroller General has ruled that we have to take that out of appropriated funds. The cost of this connection is in reality included in our published tariff. If we have a large number of telephone calls there is a heavy charge on our appropriation.

Mr. POWERS. So, if you make a connection between your system and the Bell System on a long-distance call you must absorb it?

Colonel WATSON. Yes, sir.

Mr. POWERS. What will this language allow you to do?

Colonel WATSON. It will allow us to pay the telephone company out of collections rather than out of appropriated funds.

Mr. POWERS. Then it should reduce the appropriation?

Colonel WATSON. No, sir. Provision for this charge has not been included in our estimates. Unless this language is approved the charge must be absorbed at the expense of other activities or additional funds must be appropriated.

Mr. POWERS. By the same token, if you are now paying out of your appropriated funds for the connection between your own system and the Bell, and if you are going to charge that in the future to the person making the call, it ought to reduce your appropriation; is not that right?

Colonel WATSON. We have a published tariff and we do not make a specific charge for that interconnection.

Mr. POWERS. You have a published what?

Colonel WATSON. A published tariff or rate. Radiotelephone service in Alaska is new. It has not amounted to a great deal up to the present time, but is growing.

Mr. POWERS. But you have been taking it out of your appropriation?

Colonel WATSON. We have been running this system on an experimental basis. The telephone company loaned us the equipment at a dollar a year and furnished the connection service, without charge, until about a year ago.

Mr. POWERS. What did they charge you then?

Colonel WATSON. Since the beginning of the fiscal year 1941 we have been paying a connection charge of 45 cents per call.

Mr. POWERS. Let me put it this way: If the language remains as is and there is no change, then out of the appropriation we make for the Alaska Communication System, there will be a certain amount of money which will be paid over to the Bell Telephone Co. every year for connecting your outfit with theirs for long-distance calls; that is correct?



Colonel WATSON. Yes, sir.

Mr. POWERS. And if the language is put in, that charge will not be there, because it will be absorbed by making the person making the long-distance call pay it; it will be included in his charge?

Colonel WATSON. Yes, sir. We feel that is fair, because the call is responsible for the charge.

Mr. POWERS. Then, by the same token, should not your appropriation be decreased in the exact proportion of the charge in the toll for this interconnection?

Colonel WATSON. If we had made provision in the appropriation for this; yes, sir.

Mr. POWERS. Well, you have paid it out of this appropriation, without making a charge, have you not?

Colonel WATSON. We have not had to meet the cost until this fiscal year.

Mr. POWERS. You mean until 1942?

Colonel WATSON. Until 1941.

Mr. POWERS. But there has been some charge made all this year?

Colonel WATSON. Yes, sir.

Mr. POWERS. How much did that amount to?

Colonel WATSON. I think a little under \$1,100 this fiscal year.

Mr. POWERS. Then you are going to save \$1,100 next year by this language; that is correct?

Colonel WATSON. Yes, sir; and, conversely, we are losing \$1,100——

Mr. POWERS. This year?

Colonel WATSON. This year.

Mr. POWERS. Certainly you are.

Mr. SNYDER. You say this is a new service?

Colonel WATSON. Yes, sir.

Mr. POWERS. But, with this charge you will save that money from now on?

Colonel WATSON. Yes, sir; that is correct.

Mr. TERRY. You added that charge to the amount the people paid for that service; did you not?

Colonel WATSON. We have a published tariff which was drafted with this cost in mind. However, unless this language is approved, collections cannot be used to cover this cost.

Mr. TERRY. It seems to me that somebody ought to pay that additional service charge for this connection, other than you.

Colonel WATSON. Our rates should cover it. It should come out of the rate, and that is what we propose here.

Mr. POWERS. Tell me this: Does Bell make any charge for this connection on Government messages?

Colonel WATSON. Yes, sir.

Mr. POWERS. Why should they do it, because they would not get any of this type of business at all if we did not have the Alaska Communications System.

Colonel WATSON. Of course, we would not have any forwarding business, either. I think it is a mutual arrangement by which we make use of their facilities.

Mr. POWERS. May I suggest that someone—you, if you are in charge of this system, or whoever is—make overtures to the Bell







## OPERATION OF SYSTEM

Mr. SNYDER. Now, Colonel, if you wish to make any sort of a general statement, the committee will be glad to have you proceed.

Colonel WATSON. Mr. Chairman, the Alaska Communication System forms the backbone for communications in the Territory. The stations of the system with their feeder stations, Territorial and commercial, handle a large volume of traffic. The system is an important factor in the economic life of the Territory. However, Government requirements, especially as they relate to national defense, are dominant. Based on a word count for the fiscal year 1939, 61 percent of the traffic was commercial and the balance, namely 39 percent, was Government, whereas for the first quarter of the fiscal year 1941 commercial traffic accounted for but 34 percent and Government traffic 66 percent of the total.

The volume of traffic is growing steadily and in each of the past 5 years has established new and record highs. The increase in Government traffic during the past few months has been striking. For example, for the fiscal year 1940 Government traffic shows an increase of 55 percent over the preceding year. Commercial traffic is being maintained at a high level.

We have an increase of 28 percent in commercial traffic for the period October to December, inclusive, 1940, over the same period of a year ago.

In the last fiscal year \$379,404 was turned into the Treasury under "Miscellaneous receipts." This amount was collected as tolls for commercial traffic.

I would like to point out that although the system operates at an apparent loss, were even a nominal charge made for the traffic handled for Government agencies, the system would operate at a profit. If the charge for Government traffic were set at one-half the commercial rate, the system would have had a profit of approximately \$287,000 in the fiscal year 1940.

## LOSS ON OPERATIONS OF SERVICE

Mr. POWERS. What was your actual profit last year?

Colonel WATSON. We had a loss of approximately \$186,000, after figuring all costs.

Mr. POWERS. Due entirely to the volume of Government messages?

Colonel WATSON. Yes, sir; and to the fact that over 66 percent of the traffic was for Government business which was handled without charge.

Despite the large increase in traffic with the volume at record levels and with indications that a new high will be established this fiscal year, you will note that the amount requested for the fiscal year 1942 exceeds the amount appropriated in either of the fiscal years 1940 or 1941 by approximately 12 percent. Further, if allowance is made for emergency power equipment which is required essentially to meet military needs rather than to assist in handling the great volume of traffic, the increase is less than 5 percent.



## PAY OF CIVILIAN EMPLOYEES

Mr. SNYDER. Turn to project No. 1. You have an increase under this project applying to civilian help, and it all seems to grow out of the proposal to employ seven additional messengers. Where will these messengers be employed, Colonel?

Colonel WATSON. The seven messengers will probably be employed one at each of the following stations: Fairbanks, Juneau, Kodiak, Petersburg, Seward, Sitka; two at Ketchikan, Skagway, and Wrangell.

Mr. SNYDER. And their duties will be what?

Colonel WATSON. This system might be compared to a commercial telegraph company. They will deliver messages locally in the towns indicated. While we provide for seven additional messengers at an increase of \$5,900, approximately, there was a decrease in temporary employees (messengers) of approximately, \$1,300. We have not a net increase of seven messengers, therefore.

Mr. SNYDER. Is \$840 the entrance rate for messengers under the Classification Act, as amended?

Colonel WATSON. No, sir; the entrance salary is \$600. However, because of the peculiar conditions of employment in Alaska, the Secretary of War has authorized the payment of the last step in initial classification grade.

Mr. SNYDER. They come under the Classification Act?

Colonel WATSON. Yes, sir; they come under the Classification Act.

## CONSTRUCTION AND EQUIPMENT

Mr. SNYDER. If there are no questions on that, turn to project No. 7, "Construction and equipment," where you have an increase of \$19,400. What brings that about?

Colonel WATSON. \$10,000 of the total is for installation charges in connection with the occupancy of the new Federal buildings (Wrangell, \$3,000; Anchorage, \$3,000; and Nome, \$4,000). The major item making up this project is for emergency power equipment.

Mr. SNYDER. What is the source of power at the present time?

Colonel WATSON. Largely local municipal, and commercial plants.

Mr. SNYDER. Where do you propose to put the emergency installations?

Colonel WATSON. They will be installed on each at following points: Ketchikan, Juneau, Nome, Fairbanks, Seward, Cordova, Sitka, Petersburg, Wrangell, Skagway, Flat, and Haines.

None of those places has emergency power facilities at the present time.

Mr. SNYDER. What is the nature of the emergency power intended to be installed?

Colonel WATSON. They will be electric generators driven by internal combustion engines. They will furnish emergency power for the transmitters and receivers in case the regular power goes out. This equipment is necessary from the military standpoint.

Mr. SNYDER. I can see how it would be very necessary up there.

Colonel WATSON. Yes, sir.



## RECEIPTS AND DISBURSEMENTS FISCAL YEAR 1940

Mr. SNYDER. Have you a statement for the record of your receipts and disbursements during the fiscal year 1940, and containing an evaluation of services rendered without toll charges to the Government?

Colonel WATSON. Yes, sir.

Mr. SNYDER. Will you insert that at this point?

Colonel WATSON. Yes, sir.

*Statement of receipts and expenditures, fiscal year 1940*

Pay and allowances of military personnel (officer and enlisted), including mileage of discharged men, rations and quarters of enlisted men, and medical and dental service-----	\$323, 671
Transportation (quartermaster)-----	36, 515
Printing and binding-----	5, 000
Appropriation—Alaska Communication System-----	200, 000
Grand total expenditures-----	565, 186
Less receipts turned into the Treasury-----	379, 404
Apparent deficit-----	185, 782
Less value of Government traffic figured at one-half commercial rate--	472, 692
Net savings-----	286, 910

## INCREASE IN MILITARY PERSONNEL ON DUTY WITH ALASKA COMMUNICATION SYSTEM

Mr. SNYDER. To what extent, if any, has the military personnel in connection with this activity been expanded in the last year or two?

Colonel WATSON. We had an authorized strength when we were up here a year ago of approximately 185 enlisted men and that has been increased by 95 to an authorized strength of 280.

## INCREASE IN DEMAND FOR SERVICE

Mr. SNYDER. And what do you see in the near future—say a year from now?

Colonel WATSON. The way traffic is growing, I expect a new traffic record in fiscal year 1942. Here is a traffic chart [exhibiting]. It covers the period, fiscal year 1932 to fiscal year 1940, inclusive. You can see there is a very sharp upward trend. I have the figures for the second quarter of the fiscal year 1941 and the trend is continuing—probably not as sharp, but the commercial traffic in the second quarter of the fiscal year 1941 is up 28 percent over the same quarter of the preceding fiscal year. Government traffic is up 14 percent over the same period of the preceding fiscal year.

Mr. SNYDER. I really expected there would be sharper increases and more of a rise in these various projects you have here than you have asked for.

Colonel WATSON. By putting in automatic equipment and an increase in enlisted strength permitting longer hours of operation, it has been possible to absorb the traffic load despite the heavy increase.

Mr. SNYDER. The Alaska communications, as I see it, must be extended and made more stable, and you will have greater demand upon the service from now on than you have had in the past, and we want to take care of our Army and Navy installations up there.



Colonel WATSON. Government, and particularly the military requirements, are becoming more important. The system forms the basic network of communication in Alaska. While we do not have so many stations, there are many stations feeding into the system. The Territory of Alaska has about 20. In addition there are about 350 other licensed radio stations in the Territory.

Mr. SNYDER. If you sent a 10-word telegram from Anchorage to Seattle, how much would it cost?

Colonel WATSON. I will have to put that in the record.

Ten words, Anchorage-Seattle, day rate, \$2; night rate, \$1.50.

Mr. SNYDER. And it would be about the same from Juneau, I imagine?

Colonel WATSON. No, sir; day, \$1; night, 80 cents.

Mr. SNYDER. Thank you very much, Colonel.

THURSDAY, MARCH 20, 1941.

## RIVERS AND HARBORS

**STATEMENTS OF MAJ. GEN. JULIAN L. SCHLEY, CHIEF OF ENGINEERS; BRIG. GEN. THOMAS M. ROBINS, ASSISTANT TO THE CHIEF OF ENGINEERS; MAJ. MILES REBER, OFFICE OF CHIEF OF ENGINEERS; MAJ. A. H. BURTON, OFFICE OF CHIEF OF ENGINEERS; AND MAJ. W. E. LORENCE, OFFICE OF CHIEF OF ENGINEERS**

### GENERAL STATEMENT

Mr. SNYDER. General Schley, I know I speak the sentiments of every member of this committee when I say that it gives us a great deal of pleasure to have you with us at these little annual meetings we hold. Your visits have extended over a long period, first as Governor of the Canal Zone, and, more recently, as Chief of Engineers, and you have won the affection, esteem, and respect of each of us.

General SCHLEY. I thank you very much, Mr. Snyder.

Mr. SNYDER. We do not have much opportunity to discuss with you the military side of your responsibility, because, normally, by far the larger part of the funds we appropriate to your branch are for nonmilitary functions.

### DIVISION OF ENGINEER OFFICERS BETWEEN CIVIL AND MILITARY ACTIVITIES

As I recall, you have something like 800 regular officers in your branch. Is that about right?

General SCHLEY. That is right, sir.

Mr. SNYDER. How does that number divide between those assigned to military pursuits and those engaged in river and harbor and flood-control work, and in filling other nonmilitary assignments?

General SCHLEY. In normal times the number of engineer officers assigned to our civil works runs between one-third and one-quarter of the total number of officers, and the remainder are engaged on military work of one kind or another.



During the emergency there has been a transfer from civil works of a number of officers to military duties. It is possible to do that without inconvenience, because a number of officers engaged on our civil works are really understudies doing only work which prepares them to take more responsible jobs later. So, during the emergency they can be easily spared.

Mr. SNYDER. To what extent has the total number on military duty increased during the past year?

General SCHLEY. That number has increased in two regards. First, there is a very large increase in the military work of the engineers in connection with national-defense activities, and second, there is the construction work which has been assigned to us under legislation recently enacted, especially the construction of Air Corps establishments in the field. Those two things have increased our military activities.

Mr. SNYDER. Have you availed yourselves of the services of Reserve officers on active duty to any appreciable extent?

General SCHLEY. Yes, sir; we have, and also other branches have made use of our Reserve officers. At the present time we have approximately 1,300 Engineer Reserve officers on duty with the Corps of Engineers, performing both civil and military activities. There are also about 500 Engineer Reserve officers on duty with other branches.

Roughly speaking, we have probably called to service in our branch and other branches as many as 20 percent of our Reserve officers. The total number on the Reserve list was 8,000 at the beginning of the emergency, and of that number we probably have called about 1,800. That does not, however, include officers in the new increment to be called in June. There will be an increase in the number of officers in June, together with the last increment of selected enlisted men, to bring the Army up to a total of 1,400,000.

In addition to that, we have some very valuable men who have been retired, who can be called to active duty during the emergency; men who have been retired for age, physical disability, or other reasons. We have already called to active duty quite a number of such men.

Mr. SNYDER. And they are employed largely in what way; with the military or so-called nonmilitary activities?

General SCHLEY. Both.

Mr. SNYDER. Does the depletion of your officers assigned to non-military duties influence or control in any way the amount of river and harbor and flood control work that you can undertake or prosecute?

General SCHLEY. Not at all. Our organization is primarily one composed of civil-service personnel, including civilian engineers, many of whom are men of very great ability.

The officers are the directing heads of that organization in charge in each division or district office, usually with some commissioned assistants. Also, major decisions are made by those officers.

We can therefore decrease the number of officers without at all decreasing the capacity of that force to do work.

#### ACTIVITIES OF ENGINEER CORPS IN CONNECTION WITH AIR CORPS AND ATLANTIC BASES CONSTRUCTION

Mr. SNYDER. What part is your corps taking in the large housing and Air Corps technical construction programs growing out of the present emergency?



General SCHLEY. General Robins is more closely in touch with that than I am.

Mr. SNYDER. We will be glad to hear General Robins on that matter.

General ROBINS. We have taken over all Air Corps construction in the United States with the exception of certain jobs which are nearly finished. I think at the present time the number of projects we have is 78, and the amount of money involved, or the amount of authorizations involved in those projects totals about \$350,000,000 at the present time.

Also, we have taken over the construction work at the Atlantic bases at Newfoundland, Bermuda, San Lucia, Trinidad, British Guinea, the Bahamas, Jamaica, and Antigua. The amount of that work at the present time totals about \$160,000,000, so altogether we now have over \$500,000,000 worth of work directly connected with national defense.

Mr. SNYDER. Are you looking forward to getting any money out of the \$7,000,000,000 appropriation do to further work on any of those bases?

General ROBINS. Not out of the \$7,000,000,000, so far as I know. We have other estimates pending for an expansion of the Air Corps program, particularly in connection with the school program.

Mr. SNYDER. Those estimates are pending?

General ROBINS. Yes, sir; they are either in Congress or before the Budget.

Mr. SNYDER. Are those for authorizations, or for cash money?

General ROBINS. For money. When I speak of an authorization in connection with the defense work it really means an appropriation.

General SCHLEY. I would like to add the general statement that it has been possible for us to absorb this work very readily, because we have an established organization to handle it, and it has been taken up in our general Nation-wide organization which we have already in being, composed of 50 districts and 11 divisions.

Mr. SNYDER. Does that mean, for instance, that if a project is in the vicinity of Baltimore the division engineer there would have charge of it, and that the same thing would be true in Pittsburgh or Boston?

General SCHLEY. That is right. It is taken over just the same as river and harbor improvements.

Mr. SNYDER. That saves a lot of overhead, does it not?

General SCHLEY. Not only overhead. It is an organization which is subject to very ready and quick expansion, particularly one which can be easily enlarged by taking on more engineers.

I have figures before me which illustrate that.

At the end of February 1940 we had in the field service, outside of the District of Columbia, about 38,000 employees. At the end of February of this year, 1 year later, we had only 45,500 employees. That is an increase of only 7,500 to take on this additional work costing about 500 million.

Mr. SNYDER. If you had to set up a new organization in each community to take care of this work the number of employees would probably have been double 38,000?

General SCHLEY. The organization of a new outfit would also have caused a tremendous delay in getting under way. We do most of our work for national defense by contract, so ours is an organization



only for the making of designs and the preparation of contracts, and that work is inspected afterward by a force of Government employees.

Mr. SNYDER. I want you to know that the majority, if not all, of the members of this committee have long entertained the view that this sort of work should be under the supervision and direction of your branch. The reports we get, and the fine job General Somervell is going, reflect great credit on your corps, and I hope that the change will be made permanent in the near future.

General, we are ready to look into the 1942 estimates of appropriations under your cognizance which are carried in the civil functions bill, and the first applies to improvements and maintenance of rivers and harbors.

Have you an introductory statement?

General SCHLEY. Yes, sir.

Mr. SNYDER. Please proceed.

GENERAL STATEMENT ON ESTIMATES FOR 1942 AND APPROPRIATIONS  
MADE FOR NEW WORK DURING CURRENT FISCAL YEAR

General SCHLEY. Mr. Chairman, the estimated amount required to complete all river and harbor projects authorized by Congress, including the 24 new or modifications of existing projects authorized in the River and Harbor Act approved October 17, 1940, is \$236,240,265. Of this sum \$164,083,700 is the estimated cost of completing works now necessary in the interests of commerce, navigation, and national defense, and not subject to unreasonable delays due to non-fulfillment of local cooperation requirements, and \$12,845,000 is for the completion of power installation at the Bonneville and Fort Peck projects. The balance of \$59,311,565 is for the completion of authorized river and harbor projects on which a substantial delay in the fulfillment of conditions of local cooperation is anticipated, and those whose prosecution at the present time is not essential in the interests of commerce and navigation.

The Budget estimate for maintenance and improvement of river and harbor works during the fiscal year 1942 includes \$20,000,000 for new work on authorized river and harbor projects. It also includes \$43,100,040 for the maintenance of existing projects and structures, the continuation of surveys, investigations, and examinations duly authorized by Congress; the operating and care of canals and other works of navigation; the removal of wrecks obstructing navigation; and other continuing and routine operations essential to the safety of navigation.

Funds were appropriated for new work during the current fiscal year as follows: War Department Civil Appropriation Act, 1941, \$24,300,000; First Supplemental Civil Functions Appropriation Act, 1941, \$4,747,000, thus making a total of \$29,047,000. The Budget estimate of \$20,000,000 for new work therefore represents a reduction of \$4,300,000 from the amount provided in the last regular War Department Civil Appropriation Act for fiscal year 1941 and a reduction of \$9,047,000 from the total amount appropriated for new work for fiscal year 1941, roughly a 30-percent reduction.

The Budget estimate of \$20,000,000 for new work includes \$1,662,250 for continuation of work at New York Harbor; \$2,350,000 for New York and New Jersey Channels; \$1,066,500 for continuing work on



the Sabine-Neches Waterway project; \$1,000,000 for control works on the Louisiana and Texas Intracoastal Waterway at the crossings of the Brazos and Colorado Rivers; \$4,900,000 for continuing work on the Mississippi River above the Ohio River; and \$3,550,000 for work on the Missouri River, including Fort Peck, leaving \$5,471,250 available for allotment to work on other projects throughout the United States.

Those details are given to show that we have a comparatively small amount left for distribution among the many small projects.

The above amounts include \$3,300,000 for work now under way under continuing contracts.

No provision is made in the estimates for 1942 for work on the projects authorized in the River and Harbor Act approved October 17, 1940, since the estimates for 1942 were prepared and submitted to the Budget Bureau prior to the approval of the act. A supplemental estimate in the amount of \$23,882,000 with additional contract authorization in the amount of \$5,794,000 was submitted to Congress on February 12, 1941, and is included in H. R. 3836 (an act entitled "The First Deficiency Appropriation Act, 1941"), which has passed the House of Representatives and is now before the Senate.

The Budget estimate for power installation is \$9,015,000 of which \$1,845,000 is for the completion of the present proposed installation at Fort Peck, and \$7,170,000 is for the continuation of work on the Bonneville project. Approximately \$3,830,000 additional will be required for completion of the 10-unit installation at Bonneville.

The water-borne commerce of the United States for the calendar year 1939 amounted to 569,400,000 tons, having a reported value of \$20,669,000,000. This represents an increase over the previous year of 102,500,000 tons and \$3,650,000,000 in value. It is highly important that improvement of our rivers and harbors keep pace with the large commerce of the Nation as a matter of consistent support of our water transportation system.

Mr. SNYDER. I notice you show an increase over the previous year of 102,000,000 tons. If you had not made improvements, we will say, for the 3 years prior to 1940, do you think you would have had that increase?

General SCHLEY. No; it so happens that some of the projects have been brought to a usable stage during the last 3 years, such as that on the upper Mississippi above the mouth of the Missouri, and also the Illinois waterway connecting Chicago with the Mississippi River.

Mr. SNYDER. The first deficiency bill, 941, as you stated, includes \$23,882,000 by way of direct appropriation on account of projects authorized in the act of October 17, 1940.

I think we can assume that the appropriation will go through in that amount, in which case there will have been made available thus far the present year for new work \$52,929,000, and this Budget calls for \$20,000,000. That is right, is it not?

General SCHLEY. That is right, sir.

#### AMOUNT REQUESTED OF BUDGET BUREAU FOR NEW WORK IN 1942

Mr. SNYDER. What amount did you ask of the Bureau of the Budget for 1942 for new work?

General SCHLEY. We asked for \$30,000,000.



Mr. SNYDER. For new work?

General SCHLEY. Yes, sir.

Mr. SNYDER. In arriving at the amount of \$20,000,000, did the Bureau of the Budget make the allocations within that amount, or were they left to you?

General SCHLEY. No; those allocations are left to us. However, we always submit a list to the Bureau of the Budget showing them the work which we expect to undertake if certain amounts of money are made available. So they understand what list the \$20,000,000 has been allotted to in this statement.

Mr. SNYDER. And the allocations in your judgment, are sound from both a business and engineering standpoint?

General SCHLEY. I think they are, sir. It was influenced in large part by one principle, and that is that an important project which has been commenced should not be suspended until it has gone to completion, so it will be of some use. Otherwise, money spent on such a project yields no return. So, when we have less money than is necessary to carry on projects ready to go, we always apply that principle.

Mr. SNYDER. How has the defense preparation effort affected your work from the labor angle? Has it meant any advance in wages or any scarcity of help?

General SCHLEY. The general answer to that, Mr. Snyder, would be, "No." It probably has had some effect, but not to any point that would be worthy of special comment or report at this time.

Mr. SNYDER. Have you made any estimate, General, of the amount of new work over and above this \$20,000,000 that could be undertaken in 1942 without conflicting with the defense program and at costs not all out of proportion to those which prevailed, say, in 1939?

General SCHLEY. The annual report recently published reported the fact that we could expend properly \$58,775,350 during the next fiscal year.

#### PROJECTS IN ACT OF OCTOBER 17, 1940 NOT PROVIDED FOR IN FIRST DEFICIENCY BILL FOR 1941

Mr. SNYDER. What projects, embraced by the act of October 17, 1940, are not provided for in the first deficiency bill, 1941? May we have the title of such projects and their estimated cost? You can put the answer to that in the record.

Major BURTON. Those projects include two projects for Boston Harbor, one for a seaplane channel and one for Nantasket (Hull) Gut and Weymouth Fore River, south of Boston.

There is also a project for Silver Lake in North Carolina, and another for a channel from Manteo to Oregon Inlet, N. C.

Mr. SNYDER. What are you going to do at Silver Lake?

Major BURTON. We already had an authorized project there. The modification recently authorized provides for deepening the waterway.

Mr. SNYDER. What is that for?

Major BURTON. That is primarily for the use of the Coast Guard, although the local interests also want that project.

Mr. SNYDER. What is the next one?



Major BURTON. That is for a channel from Manteo to Oregon Inlet. The Coast Guard is interested in that project, and local interests also want it.

There is another project for the Kennebec River in Maine that is desired by local interests for the shipment of coal primarily up to Bath, and the Navy is also interested in that project, because of naval construction underway at the Bath Iron Works, which is located on the Kennebec River.

Mr. SNYDER. Who determines which of these projects are of most importance under present circumstances?

General SCHLEY. It was the effort on our part to prepare a list of projects favorably recommended by the Engineer Department as being of national-defense value, and in determining national-defense value we accepted only those statements regarding the necessity of such projects for defense as were made by the War Department, not the Engineer Department, the Navy Department, the Coast Guard, or some other national-defense agency directly concerned with their use.

Mr. SNYDER. Did you mention Oswego harbor?

Major BURTON. No, sir; I have not yet mentioned that.

Mr. SNYDER. How important do you consider the Oswego project in the matter of priority in connection with national defense?

General ROBINS. The National Power Policy Committee regards it as highly important. It will save in the matter of transportation facilities in hauling coal into the plant and let deeper draft vessels come in with coal so that it will not require so many ships. I think that project can be considered as quite important from a national-defense standpoint.

Mr. SNYDER. Are those projects regarded as of paramount importance in a national-defense sense?

General ROBINS. Yes, sir; I think so.

Mr. SNYDER. You regard those projects as being at the top of the list for priority. You picked them out?

General ROBINS. We picked them out because they were recommended to us by the agencies in a position to be able to state which were of national-defense value.

Mr. SNYDER. Are any estimates being processed through the Department or the Budget Bureau to take care of these projects.

General ROBINS. Not at the present time. When we went before the Budget those projects were omitted. In order to initiate action toward securing funds for them at this time it would be necessary to submit supplemental estimates.

There is one project, that for the Kennebec River, which the Navy has recently for a second time requested to have expedited, and we expect shortly to submit a supplemental estimate for that.

Mr. SNYDER. You did ask for the money for all of the projects we are discussing at one time?

General SCHLEY. We put them before the Budget. We put an estimate of the cost of those projects before the Budget.

Mr. SNYDER. The Budget cut them out of the submission that came down for the first deficiency bill?



General SCHLEY. The Budget excluded the following projects:

Kennebec River, Maine	1 \$800, 000
Boston Harbor, Mass. (seaplane channel)	2, 300, 000
Nantasket (Hull) Gut and Weymouth Fore River, Mass.	141, 000
Channel from Manteo to Oregon Inlet, N. C.	45, 000
Silver Lake Harbor, N. C.	60, 000
Oswego Harbor, N. Y.	1, 000, 000
Total	4, 346, 000

<sup>1</sup> The original estimate for this improvement, based on a preliminary examination, was \$2,000,000. The survey report recently completed estimates the cost of this improvement at \$800,000.

Mr. SNYDER. Is the amount in the first deficiency bill, 1941, for the 15 projects for which it makes provision, including contractual authority, sufficient for their completion?

Major BURTON. All of those 15 projects; yes, sir.

#### DISTRIBUTION OF ESTIMATE AND AMOUNT REQUIRED TO COMPLETE AUTHORIZED PROJECTS

Mr. SNYDER. I suggest the insertion at this point of a list of the authorized projects of immediate value to navigation.

General SCHLEY. We will insert that list in the record.

(The list above referred to is as follows:)

*Funds required for the completion of river and harbor projects of immediate value to navigation, and on which no substantial delay is expected in the fulfillment of conditions of local cooperation, and amount included in Budget estimate for 1942*

Project	Amount re- quired to complete as of Jan. 1, 1941	Amount in- cluded in Budget estimate
Portland Harbor, Maine	\$212, 000	\$100, 000
Plymouth Harbor, Mass.	190, 000	---
New Bedford and Fairhaven Harbor, Mass.	12, 000	12, 000
Taunton River, Mass.	399, 000	---
Westport River, Mass.	28, 000	---
Connecticut River below Hartford, Conn.	210, 000	50, 000
Bridgeport Harbor, Conn.	41, 000	41, 000
Harbor of refuge, Block Island, R. I.	38, 400	---
Manhasset Bay, N. Y.	63, 000	---
Huntington Harbor, N. Y.	17, 000	---
New York Harbor, N. Y.	4, 249, 000	1, 662, 250
Buttermilk Channel, N. Y.	397, 000	---
Newtown Creek, N. Y.	45, 000	---
Hudson River Channel, N. Y.	555, 000	---
Irvington Harbor, N. Y.	15, 000	---
Great Lakes to Hudson River Waterway	5, 697, 000	700, 000
New York and New Jersey Channels	21, 510, 000	2, 350, 000
Rahway River, N. J.	35, 400	---
Great Kills, Staten Island, N. Y.	114, 500	---
Arecibo Harbor, P. R.	19, 000	19, 000
St. Thomas Harbor, V. I.	743, 000	---
Delaware River, Pa., N. J., and Del., Philadelphia, Pa., to the sea	5, 750, 000	---
Inland Waterway from Delaware River to Chesapeake Bay, Del. and Md.	2, 035, 000	300, 000
St. Jones River, Del.	262, 700	---
Oldmans Creek, N. J.	88, 800	---
Baltimore Harbor and Channels, Md.	50, 000	50, 000
Potomac River, north side of Washington Channel, D. C.	1, 515, 000	---
Washington Harbor, D. C.	52, 000	---
James River, Va.	280, 000	---
Congaree River, S. C.	149, 000	---
St. Johns River, Fla., Palatka to Lake Harney	10, 000	---
Intracoastal Waterway from Jacksonville to Miami, Fla.	20, 000	---
Palm Beach, Fla., side channel to basin	114, 000	---
Caloosahatchee River and Lake Okeechobee drainage areas, Florida	40, 000	40, 000
Tampa Harbor, Fla.	125, 500	---



*Funds required for the completion of river and harbor projects of immediate value to navigation, and on which no substantial delay is expected in the fulfillment of conditions of local cooperation, and amount included in Budget estimate for 1942—Continued*

Project	Amount re- quired to complete as of Jan. 1, 1941	Amount in- cluded in Budget estimate
Pearl River, Miss. and La.	\$1,897,000	
Southwest Pass and South Pass, Mississippi River, La.	924,000	\$490,000
Calcasieu River and Pass, La.	3,400,000	
Bayou Lafourche, La.	420,000	
Sabine-Neches Waterway, Tex.	3,086,500	1,066,500
Louisiana-Texas Intracoastal Waterway, Sabine River-Corpus Christi section	3,543,000	1,000,000
Port Aransas-Corpus Christi Waterway, Tex.	742,000	
Mississippi River between the Ohio and Missouri Rivers	8,400,000	700,000
Mississippi River between the Missouri River and Minneapolis	21,052,000	4,200,000
Illinois Waterway, Ill.	4,695,000	350,000
Missouri River, mouth to Kansas City	4,475,000	1,500,000
Missouri River, Kansas City to Sioux City	12,232,000	1,700,000
Missouri River at Fort Peck	920,750	350,000
Ohio River, lock and dam construction	2,060,000	100,000
Ohio River, open channel work	3,837,300	500,000
Allegheny River, Pa.	450,000	
Kanawha River, W. Va.	975,500	
Tennessee River, Tenn., Ala., and Ky.	425,000	
Keweenaw Waterway, Mich.	683,000	302,000
Sturgeon Bay and Lake Michigan Ship Canal, Wis.	275,000	275,000
Manitowoc Harbor, Wis.	4,000	
Milwaukee Harbor, Wis.	125,000	
Racine Harbor, Wis.	72,603	
Calumet Harbor and River, Ill. and Ind.	440,000	
Indiana Harbor, Ind.	468,000	100,000
Lorain Harbor, Ohio	131,000	
Cleveland Harbor, Ohio	315,700	200,000
Conneaut Harbor, Ohio	536,000	
Buffalo Harbor, N. Y.	812,000	202,000
Black Rock Channel and Tonawanda Harbor, N. Y.	225,000	
San Francisco Harbor, Calif.	150,000	150,000
San Pablo Bay and Mare Island Strait, Calif.	88,000	
Bodega Bay, Calif.	565,000	
Sacramento River, Calif.	390,000	
Suisun Channel, Calif.	135,500	
Old River, Calif.	25,800	
Sacramento River, Calif., debris control	1,570,000	
Columbia River between Vancouver, Wash. and Bonneville, Ore.	542,500	542,500
Columbia River at Bonneville, Ore.	96,250	47,750
Columbia River and tributaries above Celilo Falls to mouth of Snake River, Ore. and Wash.	430,000	50,000
Sneke River, Ore., Wash., and Idaho	666,000	50,000
Neah Bay, Wash.	1,500,000	800,000
Total	128,861,700	20,000,000

Mr. SNYDER. It is these projects to which the \$20,000,000 Budget estimate applies?

Major BURTON. The tabulation shows to which of these projects the money has been allocated. It also shows those projects to which we could not allocate anything.

Mr. SNYDER. Are the amounts allowed in the case of going projects considered adequate to prevent loss of any of the ground gained; that is, any impairment of work that has not reached the maintenance stage?

General SCHLEY. I would say "Yes," Mr. Snyder, although undoubtedly if we had more money we would have allocated more to some of these projects. But in general, that question can be answered in the affirmative. In some cases it means a definite slowing up. But if we had had more money we would have allocated more to some projects.



## PROJECTS AUTHORIZED IN RIVERS AND HARBORS ACT OF OCTOBER 17, 1940

Mr. SNYDER. I see you have a list of the projects authorized by the act of October 17, 1940. I suggest that that be inserted, but I wish you would have included therein the amounts carried in the first deficiency bill, 1941.

General SCHLEY. Yes; we will do that.

*Projects authorized in River and Harbor Act approved Oct. 17, 1940*

	Projects authorized, cost	Amounts carried in first defi- ciency bill, 1941
Kennebec River, Maine	<sup>1</sup> \$2,000,000	
Boston Harbor, Mass	2,403,000	\$103,000
Nantasket (Hull) Gut and Weymouth Fore River, Mass	141,000	
Baltimore Harbor, Md	50,000	50,000
Middle River and Dark Head Creek, Md	54,000	54,000
Norfolk Harbor, Va	182,000	182,000
Portsmouth Harbor, Va	128,000	120,000
Channel from Manteo to Oregon Inlet, N. C	45,000	
Silver Lake Harbor, N. C	60,000	
Charleston Harbor, S. C	490,000	490,000
Mobile Harbor, Ala	112,000	112,000
Sabine-Neches Waterway, Tex	137,000	137,000
Corpus Christi, Tex	2,700,000	2,700,000
Oswego Harbor, N. Y	1,000,000	
San Diego Harbor, Calif	3,875,000	3,875,000
Los Angeles and Long Beach Harbors, Calif	17,674,000	17,674,000
Sitka Harbor, Alaska	109,000	109,000
Kodiak Harbor, Alaska	70,000	70,000
Keehi Lagoon, Oahu, T. H.	3,360,000	3,300,000
San Juan Harbor, P. R.	700,000	700,000
Total	35,222,000	<sup>2</sup> 29,676,000
Total active river and harbor projects	164,083,700	
Power installation:		
Fort Peck	1,845,000	1,845,000
Bonneville	11,000,000	7,170,000

<sup>1</sup> Original estimate of \$2,000,000 based on preliminary data. Estimated cost of work recommended in report before Bureau of the Budget, based on recent survey, is \$800,000.

<sup>2</sup> This amount includes \$23,882,000 cash appropriation and \$5,794,000 contract authorization.

AMOUNT REQUIRED TO COMPLETE AUTHORIZED PROJECTS ON WHICH  
THERE IS DELAY IN FULFILLMENT OF CONDITIONS, AND ARE NOT NOW  
JUSTIFIED

Mr. SNYDER. We will next insert the table beginning with table 3.  
(The statement above referred to is as follows:)

*River and harbor projects, or parts thereof, on which a substantial delay in the fulfillment of the conditions of local cooperation is anticipated, and those whose prosecution is not now justified in the interest of commerce and navigation*

PROJECT	Amount required to complete as of Jan. 1, 1941
Bar Harbor, Maine	\$57,900
Bagaduce River, Maine	18,875
Saco River, Maine	22,500
Newburyport Harbor, Mass	10,000
Sandy Bay, Cape Ann, Mass	8,065,000
Lynn Harbor, Mass	336,000
Dorchester Bay and Neponset River, Mass	162,000
Weymouth Back River, Mass	40,000
Duxbury Harbor, Mass	5,800
Wareham Harbor, Mass	36,750



*River and harbor projects, or parts thereof, on which a substantial delay in the fulfillment of the conditions of local cooperation is anticipated, and those whose prosecution is now justified in the interest of commerce and navigation—Continued*

PROJECT—continued	Amount required to complete as of Jan. 1, 1941
Wellfleet Harbor, Mass.....	\$22, 000
Provincetown Harbor, Mass.....	13, 300
Harbor of Refuge, Nantucket, Mass.....	66, 000
Woods Hole Channel, Mass.....	25, 000
Taunton River, Mass.....	109, 500
New Bedford and Fairhaven Harbors, Mass.....	84, 000
Great Salt Pond, Block Island, R. I.....	370, 900
Pawcatuck River, R. I. and Conn.....	64, 600
Stonington Harbor, Conn.....	2, 500
Mystic River, Conn.....	2, 500
Eightmile River, Conn.....	1, 000
Connecticut River above Hartford, Conn.....	1, 000, 000
New Haven Harbor, Conn.....	1, 900
Milford Harbor, Conn.....	30, 000
Housatonic River, Conn.....	425, 000
Bridgeport Harbor, Conn.....	79, 600
Westport Harbor and Saugatuck River, Conn.....	2, 800
Fivemile River Harbor, Conn.....	10, 500
Stamford Harbor, Conn.....	8, 000
Port Chester Harbor, N. Y.....	16, 000
Bronx River, N. Y.....	952, 000
Flushing Bay Harbor, N. Y.....	496, 000
Glen Cove Creek, N. Y.....	25, 000
Glen Cove Harbor, N. Y.....	63, 000
Port Jefferson Harbor, N. Y.....	152, 700
Peconic River, N. Y.....	7, 800
Great South Bay, N. Y.....	6, 100
Browns Creek, N. Y.....	51, 000
Sumpawanus Creek, N. Y.....	16, 100
East Rockaway (Debs) Inlet, N. Y.....	106, 000
Jamaica Bay, N. Y.....	7, 578, 000
Coney Island Creek, N. Y.....	91, 000
East River, N. Y.....	150, 000
Newtown Creek, N. Y.....	384, 400
Hudson River, N. Y.....	943, 000
Narrows of Lake Champlain, N. Y. and Vt.....	629, 200
Otter Creek, Vt.....	13, 500
Swanton Harbor, Vt.....	169, 500
Port Henry Harbor, N. Y.....	2, 000
Ticonderoga River, N. Y.....	26, 000
Newark Bay, Hackensack, and Passaic Rivers, N. J.....	540, 000
Elizabeth River, N. J.....	74, 000
Lemon Creek, Staten Island, N. Y.....	43, 000
Raritan River, N. J.....	54, 000
Cheesequake Creek, N. J.....	50, 000
Matawan Creek, N. J.....	12, 000
Ponce Harbor, P. R.....	298, 000
Schuylkill River, Pa.....	34, 000
Chester River, Pa.....	3, 600
Wilmington Harbor, Del.....	67, 850
Appoquinimink River, Del.....	3, 000
Smyrna River, Del.....	20, 000
St. Jones River, Del.....	4, 800
Murderkill River, Del.....	22, 400
Harbor of Refuge, Delaware Bay, Del.....	65, 000
Rehoboth and Delaware Bays Waterway, Del.....	76, 350
Salem River, N. J.....	36, 000
Maurice River, N. J.....	120, 000
Absecon Inlet, N. J.....	300, 000
Baltimore Harbor and Channels, Md.....	1, 139, 400
Channel, Plain Dealing Creek to Oak Creek, Md.....	74, 000
Tilghman Harbor, Md.....	7, 790



*River and harbor projects, or parts thereof, on which a substantial delay in the fulfillment of the conditions of local cooperation is anticipated, and those whose prosecution is not now justified in the interest of commerce and navigation—Continued*

PROJECT—Continued	Amount required to complete as of Jan. 1, 1941
Tred Avon River, Md.....	\$22, 000
Cambridge Harbor, Md.....	33, 500
Waterway, Little Choptank to Choptank River, Md.....	58, 700
Crisfield Harbor, Md.....	32, 750
Washington Harbor, D. C.....	103, 000
Oecoquan Creek, Va.....	22, 700
Breton Bay, Md.....	7, 500
Coan River, Va.....	54, 000
Patuxent River, Md.....	6, 000
Cockrells Creek, Va.....	59, 000
Carters Creek, Va.....	8, 000
York River, Va.....	128, 000
Norfolk Harbor, Va.....	41, 200
Deep Creek, Va.....	5, 600
Morehead City Harbor, N. C.....	1, 000, 000
Harbor of Refuge, Cape Lookout, N. C.....	1, 160, 000
Northeast (Cape Fear) River, N. C.....	25, 375
Charleston Harbor, S. C.....	9, 850
St. Johns River, Fla., Jacksonville to Palatka.....	13, 300
St. Johns River, Fla., Palatka to Lake Harney.....	10, 000
Lake Creseent and Dunns Creek, Fla.....	53, 800
Oklawaha River, Fla.....	39, 600
St. Lucie Inlet, Fla.....	1, 410, 000
Key West Harbor, Fla.....	956, 300
Sarasota Bay, Fla.....	54, 000
Manatee River, Fla.....	14, 000
Withlaecoehee River, Fla.....	100, 000
Cedar Keys Harbor, Fla.....	3, 500
Suwannee River, Fla.....	200, 000
Intraoastal Waterway, Apalachicola Bay to St. Marks, Fla.....	458, 900
Upper Chipola River, Fla., from Marianna to its mouth.....	4, 200
Flint River, Ga.....	89, 200
Chattahoochee River, Ga. and Ala.....	75, 000
Alabama River, Ala.....	437, 800
Coosa River, Ga. and Ala.....	227, 000
Paseagoula Harbor, Miss.....	131, 000
Bayou Grossetete, La.....	100, 600
Bayou Teeche, La.....	141, 400
Vinton Waterway, La.....	14, 000
Galveston Channel, Tex.....	1, 430, 000
Texas City Channel, Tex.....	112, 000
Port Bolivar Channel, Tex.....	102, 000
Houston Ship Channel, Tex.....	603, 000
Double Bayou, Tex.....	5, 500
Cedar Bayou, Tex.....	12, 500
Chocolate Bayou, Tex.....	8, 500
Bastrop Bayou, Tex.....	10, 000
Freeport Harbor, Tex.....	9, 000
Port Aransas-Corpus Christi Waterway, Tex.....	352, 100
Ouachita and Black Rivers, Ark. and La.....	36, 000
Wolf River (Memphis Harbor), Tenn.....	598, 500
Youghiogheny River, Pa.....	4, 197, 000
Bear Creek, Ky.....	13, 000
Nolin River, Ky.....	4, 825
Cumberland River, Tenn. and Ky.....	7, 970, 000
Port Wing Harbor, Wis.....	19, 500
Grand Marais Harbor of Refuge, Mich.....	128, 000
Warroad Harbor and River, Minn.....	34, 000



*River and harbor projects, or parts thereof, on which a substantial delay in the fulfillment of the conditions of local cooperation is anticipated, and those whose prosecution is now justified in the interest of commerce and navigation—Continued*

PROJECT—continued	Amount required to complete as of Jan. 1, 1941
Zippel Bay, Lake of the Woods, Minn.....	\$27, 000
Fox River, Wis.....	1, 161, 300
Washington Island Harbors, Wis.....	4, 700
Kewaunee Harbor, Wis.....	198, 000
Two Rivers Harbor, Wis.....	10, 300
Manitowoc Harbor, Wis.....	68, 000
South Haven Harbor, Mich.....	32, 000
Grand Haven Harbor and Grand River, Mich.....	12, 300
Pentwater Harbor, Mich.....	50, 100
Manistee Harbor, Mich.....	16, 000
Waukegan Harbor, Ill.....	10, 000
Calumet Harbor and River, Ill. and Ind.....	2, 185, 000
Indiana Harbor, Ind.....	164, 000
St. Clair River, Mich.....	2, 900, 000
Black River, Mich.....	56, 000
Rouge River, Mich.....	228, 800
Monroe Harbor, Mich.....	90, 000
Erie Harbor, Pa.....	81, 000
Buffalo Harbor, N. Y.....	218, 000
Niagara River, N. Y.....	700, 000
Oswego Harbor, N. Y.....	691, 000
Cape Vincent Harbor, N. Y.....	53, 200
Waddington Harbor, N. Y.....	10, 000
San Diego Harbor, Calif.....	20, 000
Lower San Francisco Bay, Calif.....	300, 000
Oakland Harbor, Calif.....	235, 000
Richmond Harbor, Calif.....	64, 000
Grays Harbor and Chehalis River, Wash.....	175, 000
Quillayute River, Wash.....	12, 000
Port Gamble Harbor, Wash.....	6, 750
Seattle Harbor, Wash.....	10, 000
Skagit River, Wash.....	115, 000
Anacortes Harbor, Wash.....	9, 000
Columbia River, Wenatchee to Kettle Falls, Wash.....	130, 000
Tolovano River, Alaska.....	40, 000
Nome Harbor, Alaska.....	269, 500
Total.....	59, 311, 565

General SCHLEY. In that list are included projects which are being held up either because there has been a lack of local cooperation or because interest in the project has been dropped.

Mr. SNYDER. Now, General, do these several insertions include all projects presently authorized?

General SCHLEY. That is correct for navigation projects.

Mr. SNYDER. I am referring only to river and harbor projects.

General SCHLEY. Yes, sir.

#### PROPOSED APPLICATIONS OF FUNDS IN 1942 ESTIMATE FOR NEW WORK

Mr. SNYDER. The next table pertains exclusively to the projects to which the \$20,000,000 estimate applies, and we should like to have that appear in the record at this point.

General SCHLEY. We will insert that in the record.



(The table above referred to is as follows:)

*Statement showing the proposed application of funds included in the Budget estimate of \$20,000,000 for new work during the fiscal year 1942 on river and harbor projects authorized by Congress*

Project	Total estimated Federal cost	Previous allotments	Tentative allocation, fiscal year 1942	Additional to complete after 1942	Commerce calendar year 1939 (tons)
Portland Harbor, Maine	\$1,790,000	\$1,578,129	\$100,000	\$112,000	\$3,120,909
New Bedford and Fairhaven Harbor, Mass.	1,781,000	1,684,758	12,000	(1)	732,670
Connecticut River below Hartford, Conn.	950,000	740,010	50,000	160,000	1,237,628
Bridgeport Harbor, Conn.	1,337,000	1,216,034	41,000	(2)	1,909,177
New York Harbor, N. Y.	13,300,000	9,051,656	1,662,250	2,586,750	57,293,059
Great Lakes to Hudson River Waterway	27,000,000	21,303,039	700,000	4,997,000	4,689,073
New York and New Jersey channels	37,630,000	16,119,290	2,350,000	19,160,000	45,738,867
Arecibo Harbor, P. R.	487,000	468,000	19,000	-----	40,281
Inland Waterway from Delaware River to Chesapeake Bay, Del. and Md.	15,089,000	13,053,779	300,000	1,735,000	3,034,807
Baltimore Harbor and Channels, Md.	4,404,640	3,215,237	50,000	(3)	23,609,912
Caloosahatchee River and Lake Okeechobee drainage areas, Florida	17,649,400	17,609,398	40,000	-----	50,797
Southwest Pass and South Pass, Mississippi River, La.	25,161,250	24,237,267	490,000	434,000	15,597,453
Sabine-Neches Waterway, Tex.	12,543,850	9,457,353	1,056,500	2,020,000	40,096,532
Louisiana-Texas Intracoastal Waterway from the Mississippi River at or near New Orleans, La., to Corpus Christi, Tex. (Sabine River to Corpus Christi section)	7,920,000	4,337,739	1,000,000	2,543,000	3,125,038
Mississippi River between the Ohio and Missouri Rivers	43,000,000	34,600,004	700,000	7,700,000	2,536,513
Mississippi River between the Missouri River and Minneapolis, Minn.	169,960,000	148,908,339	4,200,000	16,852,000	2,411,151
Illinois waterway, Illinois	30,189,500	25,494,509	350,000	4,345,000	5,500,700
Missouri River, mouth to Kansas City, Mo.	80,000,000	75,523,834	1,500,000	2,975,000	727,861
Missouri River, Kansas City, Mo., to Sioux City, Iowa	92,000,000	79,767,350	1,700,000	10,532,000	928,745
Missouri River at Fort Peck, Mont.	115,950,000	115,030,135	350,000	570,000	-----
Ohio River lock and dam construction	130,850,000	128,789,600	100,000	1,960,000	25,995,345
Ohio River open channel work	17,050,000	13,212,742	500,000	3,337,300	537,586
Keweenaw waterway, Michigan	6,630,000	5,943,595	302,000	381,000	604,327
Sturgeon Bay and Lake Michigan ship canal, Wisconsin	925,000	650,587	275,000	-----	10,012,158
Indiana Harbor, Ind.	4,205,000	3,571,918	100,000	4,368,000	14,156,078
Cleveland Harbor, Ohio	6,507,500	6,192,123	200,000	115,700	17,481,992
Buffalo Harbor, N. Y.	3,509,500	2,479,209	202,000	5,610,000	6,354,705
San Francisco Harbor, Calif.	1,330,800	1,180,801	150,000	-----	1,709,500
Columbia River between Vancouver, Wash., and Bonneville, Oreg.	2,849,050	2,306,550	542,500	-----	416,814
Columbia River at Bonneville, Oreg.	41,577,000	41,480,589	47,750	48,500	-----
Columbia River and tributaries above Celilo Falls to mouth of Snake River, Oreg. and Wash.	1,475,000	1,044,706	50,000	380,000	135,111
Snake River, Oreg., Wash., and Idaho	882,900	216,873	50,000	616,000	4,126
Neah Bay, Wash.	1,500,000	-----	800,000	700,000	3,465
Total	917,434,390	810,504,153	20,000,000	85,238,250	289,752,380

PROPOSED APPLICATION OF FUNDS IN ESTIMATE FOR 1942 FOR  
MAINTENANCE OF RIVER AND HARBOR PROJECTS

Mr. SNYDER. That brings us to the maintenance break-down, the total, as you have already stated, being \$43,100,000. For the current year you have been allowed \$43,065,310, have you not?

General SCHLEY. That is the amount appropriated in the War Department Civil Appropriation Act, 1941.

Mr. SNYDER. We will let the break-down for 1942 go in at this point. (The break-down referred to is as follows:)



Statement showing the proposed application of funds included in the Budget estimate of \$43,100,040 for maintenance of river and harbor projects during the fiscal year 1942

Project	Amount			Commerce, calendar year 1939
	Mainte- nance	Operation and care	Examina- tions, sur- veys, and conting- encies	
				<i>Tons</i>
Saco River, Maine.....	\$42,500			3,376
Newburyport Harbor, Mass.....	28,000			12,672
Mystic River, Mass.....	26,000			17,842,212
Boston Harbor, Mass.....	40,000			
Cape Cod Canal, Mass.....	135,000	\$185,000		
Examinations, surveys, and contingencies (general) Boston district.....			\$60,000	4,982,234
Pollock Rip Shoals, Nantucket Sound, Mass.....	65,000			(1)
Nantucket Harbor, Mass.....	26,500			41,812
Cross Rip Shoals, Nantucket Sound, Mass.....	7,500			(1)
Harbor of Refuge at Point Judith, R. I.....	70,000			(2)
Harbor of refuge at Block Island, R. I.....	10,000			5,331
Mystic River, Conn.....	42,500			13,795
Connecticut River below Hartford, Conn.....	90,000			1,237,628
Duck Island Harbor, Conn.....	42,500			(2)
New Haven Harbor, Conn.....	22,000			4,051,589
Breakwaters at New Haven, Conn.....	22,000			
Milford Harbor, Conn.....	23,000			
Bridgeport Harbor, Conn.....	90,000			1,909,177
Examinations, surveys, and contingencies (gen- eral), Providence district.....			40,000	
Echo Bay Harbor, N. Y.....	5,000			96,683
Bronx River, N. Y.....	42,500			501,598
Harbor at Flushing Bay, N. Y.....	35,000			2,193,152
Hempstead Harbor, N. Y.....	16,000			2,500,361
Glencove Creek, N. Y.....	10,000			22,433
Huntington Harbor, N. Y.....	13,000			34,411
Mattituck Harbor, N. Y.....	10,000			(3)
Peconie River, N. Y.....	17,500			12,681
Sag Harbor, N. Y.....	13,000			11,570
Long Island Intracoastal Waterway, N. Y.....	26,500			(4)
Great South Bay, N. Y.....	17,500			23,687
East Rockaway (Debs) Inlet, N. Y.....	17,500			203,685
New York Harbor, N. Y.....	260,000			57,293,059
Bay Ridge and Red Hook Channels, N. Y.....	87,500			6,697,236
East River, N. Y.....	22,500			23,142,079
Newtown Creek, N. Y.....	17,500			7,987,750
Harlem River, N. Y.....	22,500			5,560,056
Hudson River Channel, N. Y.....	130,000			30,858,770
New York Harbor, drift removal.....	87,500			
Tarrytown Harbor, N. Y.....	10,000			204,246
Peekskill Harbor, N. Y.....	10,000			58,166
Rondout Harbor, N. Y.....	5,000			291,981
Hudson River, N. Y.....	210,000	20,000		* 12,533,829
Narrows of Lake Champlain, N. Y. and Vt.....	13,500			8,107
Burlington Harbor, Vt.....	35,000			145,247
Newark Bay, Hackensack, and Passaic Rivers, N. J.....	135,000			4,134,087
New York and New Jersey Channels.....	100,000			45,738,867
Woodbridge Creek, N. J.....	15,000			585
Washington Canal and South River, N. J.....	10,000			289,259
Shrewsbury River, N. J.....	10,000			73,926
Manasquan River, N. J.....	19,000			1,962
Examinations, surveys, and contingencies (gen- eral), New York district.....			100,000	
San Juan Harbor, P. R.....	50,000			1,072,328
Examinations, surveys, and contingencies (gen- eral), Puerto Rico district.....			10,000	
Delaware River between Phila., Pa., and Trenton, N. J.....	175,000			3,984,820
Delaware River, Pa., N. J., and Del.; Philadelphia, Pa., to the sea.....	700,000			35,342,208
Delaware River at Camden, N. J.....	52,500			
Schuylkill River, Pa.....	220,000			
Wilmington Harbor, Del.....	200,000			1,193,676
Inland waterway from Delaware River to Ches- apeake Bay, Del. and Md.....	625,000	175,000		3,034,807
Smyna River, Del.....	13,500			3,751
Little River, Del.....	13,500			40

<sup>1</sup> Through channel.

<sup>2</sup> Harbor of refuge.

<sup>3</sup> No report.

<sup>4</sup> New project.



# 38 WAR DEPARTMENT CIVIL FUNCTIONS APPROPRIATION, 1942

Statement showing the proposed application of funds included in the Budget estimate of \$43,100,040 for maintenance of river and harbor projects during the fiscal year 1942—Continued

Project	Amount			Commerce, calendar year 1939
	Maintenance	Operation and care	Examinations, surveys, and contingencies	
Mispillion River, Del.....	\$47,500			Tons 19,905
Broadkill River, Del.....	13,500			( <sup>3</sup> )
Inland Waterway between Rehoboth Bay and Delaware Bay, Del.....	26,500			1,115
Indian River Inlet and Bay, Del.....	66,000			( <sup>4</sup> )
Salem River, N. J.....	10,000			57,895
Cohansey River, N. J.....	13,500			91,975
Absecon Inlet, N. J.....	66,000			122,222
Barneget Inlet, N. J.....	85,000			1,160
Examinations, surveys, and contingencies (general), Philadelphia district.....			\$60,000	
Baltimore Harbor and Channels, Md.....	164,000			23,609,912
Ocean City Harbor and Inlet and Sinepuxent Bay, Md.....	28,600			3,999
Examinations, surveys, and contingencies (general), Baltimore district.....			30,000	
Washington Harbor, D. C.....	94,000			2,351,658
Potomac River at Alexandria, Va.....	39,000			211,252
Potomac River below Washington, D. C.....	112,000			2,659,836
Potomac River at Mt. Vernon, Va.....	2,000			
Ocoquan Creek, Va.....	9,500			13,413
York River, Va.....	22,000			557,577
Examinations, surveys, and contingencies (general), Washington district.....			35,000	
Norfolk Harbor, Va.....	325,000			20,118,952
Thimble Shoal Channel, Va.....	140,000			
Channel to Newport News, Va.....	35,000			
James River, Va.....	227,500			2,820,168
Hampton Creek, Va.....	24,000			172,544
Appomattox River, Va.....	17,500			195,225
Deep Creek, Va.....	5,000			189
Nansemond River, Va.....	35,000			324,540
Waterway from Norfolk, Va., to Sounds of N. C.....	50,000	\$60,000		223,121
Inland Waterway from Norfolk, Va., to Beaufort Inlet, N. C.....	270,000	120,000		935,689
Blackwater River, Va.....	10,000			84,769
Knobbs Creek, N. C.....	10,000			96,999
Examinations, surveys, and contingencies (general), Norfolk district.....			30,000	
Meherrin River, N. C.....	3,500			25,584
Cashie River, N. C.....	1,200			42,585
Roanoke River, N. C.....	6,000			275,688
Waterway connecting Swan Quarter Bay with Deep Bay, N. C.....	5,000			2,146
Belhaven Harbor, N. C.....	10,000			19,212
Far Creek, N. C.....	2,000			18,202
Pamlico and Tar Rivers, N. C.....	58,000			148,685
Rollinson Channel, N. C.....	4,200			4,963
Bay River, N. C.....	2,000			5,523
Neuse River, N. C.....	11,000			129,533
Smiths Creek, Pamlico County, N. C.....	1,000			26,134
Swift Creek, N. C.....	1,500			( <sup>5</sup> )
Contentnea Creek, N. C.....	1,000			( <sup>5</sup> )
Trent River, N. C.....	2,100			810
Channel connecting Thoroughfare Bay with Cedar Bay, N. C.....	5,000			2,046
Drum Inlet, N. C.....	4,500			1,570
Beaufort Harbor, N. C.....	15,000			53,101
Waterway connecting Pamlico Sound and Beaufort Harbor, N. C.....	10,000			35,067
Channel from Back Sound to Lookout Bight, N. C.....	10,000			3,531
Inland Waterway, Beaufort to Cape Fear River, N. C., including waterway to Jacksonville, Fla.....	140,000			243,789
Intracoastal Waterway from Cape Fear River, N. C., to Winyah Bay, S. C.....	54,000			208,398
Morehead City Harbor, N. C.....	78,000			111,268
Cape Fear River, N. C., at and below Wilmington.....	200,000			2,283,998
Cape Fear River, N. C., above Wilmington.....	28,000	10,000		311,687
Northeast (Cape Fear) River, N. C.....	3,000			75,421

<sup>3</sup> No report.

<sup>4</sup> New project.

<sup>5</sup> No record.



Statement showing the proposed application of funds included in the Budget estimate of \$43,100,040 for maintenance of river and harbor projects during the fiscal year 1942—Continued

Project	Amount			Commerce, calendar year 1939
	Mainte- nance	Operation and care	Examina- tions, sur- veys, and conting- encies	
Smiths Creek (Wilmington), N. C.	\$3,000			Tons
Black River, N. C.	3,000			3,889
Lockwoods Folly River, N. C.	7,000			2,090
Examinations, surveys, and contingencies (general), Wilmington district			\$16,000	(5)
Winyah Bay, S. C.	40,000			511,446
Waccamaw River, N. C., and S. C.	4,500			63,847
Great Peedee River, S. C.	5,000			60,444
Mingo Creek, S. C.	1,500			16,620
Waterway from Winyah Bay to Charleston, S. C.	50,000			246,151
Santee River, S. C.	6,000			14,868
Congaree River, S. C.	5,000	\$500		44,500
Charleston Harbor, S. C.	53,000			2,375,582
Ashley River, S. C.	23,000			
Shipyard River, S. C.	22,000			
Waterway from Charleston to Beaufort, S. C.	15,000			98,661
Examinations, surveys, and contingencies (general), Charleston district			20,000	
Savannah Harbor, Ga.	550,000			3,666,210
Savannah River below Augusta, Ga.	48,000	18,000		89,726
Waterway between Beaufort, S. C., and St. Johns River, Fla. (Beaufort, S. C., to Cumberland Sound section)	100,000			372,674
Altamaha, Oconee, and Ocmulgee Rivers, Ga.	22,000			94,241
Brunswick Harbor, Ga.	85,000			271,420
Fernandina Harbor, Fla.	27,000			177,600
Examinations, surveys, and contingencies (general), Savannah district			20,000	
St. Johns River, Fla., Jacksonville to the ocean	200,000			3,313,328
St. Johns River, Fla., Palatka to Lake Harney	17,500			424,074
Oklawaha River, Fla.	2,500	2,000		2,527
Intracoastal Waterway from Jacksonville to Miami, Fla.	87,500	4,200		516,784
St. Augustine, Fla.	22,000			4,611
Fort Pierce Harbor, Fla.	43,500			151,028
Lake Worth Inlet, Fla.	26,000			57,762
Hollywood Harbor (Port Everglades), Fla.	66,000			723,728
Miami Harbor (Biscayne Bay), Fla.	68,000			1,269,756
Caloosahatchee River and Lake Okeechobee drainage areas, Fla.	365,000	100,000		50,797
Charlotte Harbor, Fla.	50,000			573,968
Tampa Harbor, Fla.	120,000			3,957,927
Channel from Clearwater Harbor through Boca Ciega Bay to Tampa Bay, Fla.	11,000			32,951
Removing water hyacinths, Florida	66,000			
Examinations, surveys, and contingencies (general), Jacksonville district			65,000	
Channel from Apalachicola River to St. Andrews Bay, Fla.	32,500			246,004
Waterway from Choctawhatchee Bay to West Bay, Fla.	40,000			186,956
Intracoastal Waterway from Choctawhatchee Bay to Pensacola Bay, Fla.	16,000			148,293
Intracoastal Waterway from Pensacola Bay, Fla., to Mobile Bay, Ala.	25,000			319,002
Intracoastal Waterway from Mobile Bay, Ala., to New Orleans, La.	25,000			1,676,533
St. Marks River, Fla.	10,000			52,131
Carrabelle Bar and Harbor, Fla.	33,000			6,232
Apalachicola Bay, Fla.	25,000			112,712
Apalachicola River, Fla., the cut-off, Lee Slough and lower Chipola River	24,000			440,087
Upper Chipola River, Fla., from Marianna to its mouth	5,000			43,547
Flint River, Ga.	12,000			10,209
Chattahoochee River, Ga. and Ala.	120,000			68,095
St. Josephs Bay, Fla.	40,000			171,045
St. Andrews Bay, Fla.	65,000			850,319
Choctawhatchee River, Fla. and Ala.	22,000			910
La Grange Bayou, Fla.	15,000			62,430
East Pass Channel from the Gulf of Mexico into Choctawhatchee Bay, Fla.	13,500			829

\* No record.



Statement showing the proposed application of funds included in the Budget estimate of \$43,100,040 for maintenance of river and harbor projects during the fiscal year 1942—Continued

Project	Amount			Commerce, calendar year 1939
	Mainte- nance	Operation and care	Examina- tions, sur- veys, and contingencies	
Pensacola Harbor, Fla.	\$35,000			<i>Tons</i> 695,919
Mobile Harbor, Ala.	265,000			4,685,484
Removing water hyacinths, Mobile River, Ala., tributaries.	22,000			
Chickasaw Creek, Ala.	5,000			840,023
Alabama River, Ala.	65,000			179,711
Coosa River, Ga. and Ala.		\$3,600		3,200
Black Warrior, Warrior, and Tombigbee Rivers, Ala.	315,000	210,000		1,928,221
Bayou La Batre, Ala.	13,500			19,920
Pascagoula Harbor, Miss.	65,000			196,029
Pascagoula River, Miss.	10,000			67,771
Biloxi Harbor, Miss.	16,000			134,506
Gulfport Harbor and Ship Island Pass, Miss.	160,000			196,693
Examinations, surveys, and contingencies (gen- eral), Mobile district.			\$90,000	
Southwest Pass and South Pass, Mississippi River, La.	550,000			15,597,453
Mississippi River between Baton Rouge and New Orleans, La.	85,000			7,897,907
Bayous Laloutre, St. Malo, and Yscloskey, La.	8,400			5,522
Bayou Dupre, La.	5,000			13,574
Bayou Bonfouea, La.	10,000			68,330
Bayou Lacombe, La.	2,300			<sup>(1)</sup>
Chefunte River and Bogue Falia, La.	10,000			13,608
Tangipahoa River, La.	11,000			<sup>(1)</sup>
Pack Manhae, La.	10,000			23,569
Tiekwaw, Natalbany, Ponehatoula, and Blood Rivers, La.	8,000			14,898
Amite River and Bayou Manhae, La.	8,000			6,332
Grand Bayou Pass, La.	10,000			2,442
Barataria Bay, La.	26,000			234,807
Bayou Lafourche, La.	13,500			756,043
Little Caillou Bayou, La.	17,500			122,093
Waterway from Intracoastal Waterway to Bayou Dulac, La. (Bayous Grand Caillou and Le Carpe, La.).	10,000			6,269
Bayou Grossetete, La.	10,000			26,052
Bayou Teche, La.	37,500	25,000		983,038
Atchafalaya River, Morgan City to Gulf of Mexico, La.	26,000			484,523
The Louisiana and Texas Intracoastal Waterway from the Mississippi River at or near New Or- leans, La., to Corpus Christi, Tex. (New Orleans to Sabine River section).	130,000	100,000		10,052,783
Inland waterway from Franklin to the Mermientau River, La.	6,000	14,500		6,023
Bayou Vermilion, La.	10,000			118,450
Waterway from White Lake to Pecan Island, La.	3,000			669
Mermientau River, Bayou Nezpique, and Bayou Des Cannes, La.	13,000			1,232,496
Calcasieu River and Pass, La.	220,000			4,572,163
Lake Charles Deep Water Channel, Louisiana.	70,000			7,634,760
Removing the water hyacinths, Louisiana.	160,000			
Examinations, surveys, and contingencies (general), first New Orleans district.			60,000	
Sabine-Neches waterway, Texas.	340,000			40,096,532
The Louisiana and Texas Intracoastal Waterway from the Mississippi River at or near New Orleans, La., to Corpus Christi, Tex. (Sabine River to Corpus Christi section).	400,000	19,000		3,125,038
Galveston Harbor, Tex.	300,000			38,032,258
Galveston Channel, Tex.	260,000			4,462,091
Channel from Galveston Harbor to Texas City, Tex.	150,000			12,742,492
Channel to Port Bolivar, Tex.	13,500			148,350
Houston Ship Channel, Tex.	545,000			28,174,710
Anahuac Channel, Tex.	10,000			92,221
Trinity River, Tex.	40,000			8,611
Cedar Bayou, Tex.	22,000			433,655
Dickinson Bayou, Tex.	11,000			35,711
Freeport Harbor, Tex.	85,000			165,084

<sup>1</sup> No record.



Statement showing the proposed application of funds included in the Budget estimate of \$43,100,040 for maintenance of river and harbor projects during the fiscal year 1942—Continued

Project	Amount			Commerce, calendar year 1939
	Maintenance	Operation and care	Examinations, surveys, and contingencies	
Channel from Pass Cavallo to Port Lavaca, Tex. . . . .	\$13,500			<i>Tons</i> 73,772
Port Aransas-Corpus Christi Waterway, Tex. . . . .	450,000			15,705,984
Brazos Island Harbor, Tex. . . . .	130,000			546,835
Examinations, surveys, and contingencies (general), Galveston district . . . . .			\$115,000	
Removal of water hyacinths, Louisiana (second New Orleans district) . . . . .	7,500			
Examinations, surveys, and contingencies (general), second New Orleans district . . . . .			5,000	
Red River below Fulton, Ark. . . . .	44,000			210,817
Cypress Bayou and waterway between Jefferson, Tex., and Shreveport, La. . . . .		\$1,700		984
Ouachita and Black Rivers, Ark. and La. . . . .	142,000	125,000		220,287
Tensas River and Bayou Macon, La. . . . .	2,500			9,163
Boeuf River, La. . . . .	2,500			( <sup>5</sup> )
Yazoo River, Miss. . . . .	14,000			7,712
Big Sunflower River, Miss. . . . .	4,000			9
Mouth of Yazoo River, Miss. . . . .	5,000			154,642
Examinations, surveys, and contingencies (general), Vicksburg district . . . . .			20,000	
Arkansas River, Ark. and Okla. (below Pine Bluff, Ark.) . . . . .	22,000			188,267
White River, Ark. (below Peach Orchard Bluff) . . . . .	110,000			261,673
St. Francis and L'Anguille Rivers and Blackfish Bayou, Ark. . . . .	12,000			29,066
Wolf River (Memphis Harbor), Tenn. . . . .	52,500			1,836,076
Examinations, surveys, and contingencies (general), Memphis district . . . . .				16,000
Examinations, surveys, and contingencies (general), Denison district . . . . .			16,000	
White River, Ark. (above Peach Orchard Bluff) . . . . .	26,000			261,673
Black River, Ark., and Mo. . . . .	17,550			11,096
Upper White River, Ark. . . . .	10,000	35,000		5,368
Examinations, surveys, and contingencies (general), Little Rock district . . . . .			200,000	
Examinations, surveys, and contingencies (general), Tulsa district . . . . .			5,000	
Mississippi River between Ohio and Missouri Rivers . . . . .	1,200,000			2,536,513
Removing snags and wrecks from Mississippi River below mouth of Missouri River and from Old and Atchafalaya Rivers . . . . .	57,000			
Examinations, surveys, and contingencies (general), St. Louis district . . . . .			20,000	
Mississippi River between Missouri River and Minneapolis . . . . .	750,000	1,100,000		2,411,151
Illinois and Mississippi Canal, Ill. . . . .		160,000		6,693
Mill Creek and South Slough at Milan, Ill. . . . .	2,000			
Examinations, surveys, and contingencies (general), Rock Island district . . . . .			20,000	
Reservoirs at headwaters of Mississippi River . . . . .		20,000		26,410
Black River, Wis. . . . .	2,500			( <sup>4</sup> )
St. Croix River, Wis., and Minn. . . . .	26,000			14,214
Minnesota River, Minn. . . . .	27,000			( <sup>6</sup> )
Examinations, surveys, and contingencies (general), St. Paul district . . . . .			25,000	
Illinois Waterway, Ill. . . . .	375,000	850,000		5,500,740
Examinations, surveys, and contingencies (general), Chicago district . . . . .			50,000	
Missouri River, mouth to Kansas City . . . . .	1,625,000			727,861
Osage River, Mo. . . . .		5,000		18,944
Examinations, surveys, and contingencies (general), Kansas City district . . . . .			15,000	
Missouri River, Kansas City, Mo., to Sioux City, Iowa . . . . .	1,000,000			928,745
Missouri River, Sioux City, Iowa, to Fort Benton, Mont. . . . .	10,000			105,716
Examinations, surveys, and contingencies (general), Omaha district . . . . .			15,000	
Missouri River at Fort Peck, Mont. . . . .		225,000		

<sup>4</sup> New project.

<sup>5</sup> No record.

<sup>6</sup> Recreational.



## 42 WAR DEPARTMENT CIVIL FUNCTIONS APPROPRIATION, 1942

Statement showing the proposed application of funds included in the Budget estimate of \$43,100,040 for maintenance of river and harbor projects during the fiscal year 1942—Continued

Project	Amount			Commerce, calendar year 1939
	Maintenance	Operation and care	Examinations, surveys, and contingencies	
Examinations, surveys, and contingencies (general), Fort Peck district			\$5,000	<i>Tons</i>
Cumberland River, Tenn. and Ky	\$110,000	\$275,000		727,415
Tennessee River, Tenn., Ala., Ky	160,000	240,000		1,115,213
Examinations, surveys, and contingencies (general), Nashville district			120,000	
Ohio River lock and dam construction		3,200,000		25,955,345
Ohio River open channel work	1,720,000			
Monongahela River, Pa. and W. Va		575,000		21,870,916
Allegheny River, Pa., locks and dams		190,000		2,904,060
Youghiogbeny River, Pa.	10,000			118,312
Tygart River Dam, W. Va.		35,000		
Examinations, surveys, and contingencies (general), Pittsburgh district			110,000	
Muskingum River, Ohio	10,000	65,000		831,117
Little Kanawha River, W. Va		10,000		42,647
Kanawha River, W. Va.		130,000		4,049,136
Big Sandy River, W. Va., and Ky., including Levisa and Tug Forks		30,000		5,633
Examinations, surveys, and contingencies (general), Huntington district			70,000	
Kentucky River, Ky.		290,000		243,417
Examinations, surveys, and contingencies (general), Cincinnati district			45,000	
Green, Barren, and Nolin Rivers, and Bear Creek, Ky.	26,000	200,000		167,092
Rough River, Ky.		1,500		2,700
Tradewater River, Ky.	500			7,804
Examinations, surveys, and contingencies (general), Louisville district			76,000	
Duluth-Superior Harbor, Minn., and Wis.	87,500			38,048,406
Ashland Harbor, Wis.	11,000			6,404,372
Ontonagon Harbor, Mich.	19,000			11,131
Keweenaw waterway, Michigan	280,000			537,586
Presque Isle Harbor, Mich.	22,000			4,215,128
Marquette Harbor, Mich.	10,000			894,715
Warroad Harbor and River, Minn.	10,000			2,657
Examinations, surveys, and contingencies (general), Duluth district			16,000	
Manistique Harbor, Mich.	10,000			163,499
Menominee Harbor and River, Mich., and Wis.	15,000			639,047
Green Bay Harbor, Wis.	20,000			2,328,996
Fox River, Wis.	13,500	140,000		274,368
Sturgeon Bay and Lake Michigan ship canal, Wisconsin	60,000			604,327
Algoma Harbor, Wis.	6,000			4,616
Keweenaw Harbor, Wis.	11,000			518,115
Two Rivers Harbor, Wis.	85,000			34,578
Manitowoc Harbor, Wis.	12,000			1,320,227
Sheboygan Harbor, Wis.	19,000			459,232
Port Washington Harbor, Wis.	12,000			251,487
Milwaukee Harbor, Wis.	32,500			6,329,802
Racine Harbor, Wis.	39,000			326,813
Kenosha Harbor, Wis.	8,500			40,421
St. Joseph Harbor, Mich.	45,000			209,247
South Haven Harbor, Mich.	12,500			67,132
Saugatuck Harbor and Kalamazoo River, Mich.	13,000			4,055
Holland Harbor, Mich.	42,000			113,220
Grand Haven Harbor and Grand River, Mich.	39,000			1,473,756
Muskegon Harbor, Mich.	25,000			1,744,361
White Lake Harbor, Mich.	7,500			4,913
Pontwater Harbor, Mich.	10,000			10,100
Ludington Harbor, Mich.	16,500			1,644,395
Manistee Harbor, Mich.	19,000			637,492
Portage Lake Harbor of Refuge, Manistee County, Mich.	10,000			8,685
Frankfort Harbor, Mich.	14,000			1,050,507
Charlevoix Harbor, Mich.	54,000			22,173
Examinations, surveys, and contingencies (general), Milwaukee district			32,000	
Chicago River, Ill.	52,500			1,829,050
Calumet Harbor and River, Ill., and Ind.	78,000			11,544,097
Indiana Harbor, Ind.	52,500			10,012,158



Statement showing the proposed application of funds included in the Budget estimate of \$43,100,040 for maintenance of river and harbor projects during the fiscal year 1942—Continued

Project	Amount			Commerce, calendar year 1939
	Maintenance	Operation and care	Examinations, surveys, and contingencies	
Examinations, surveys, and contingencies (general), Chicago district.....			\$20,000	Tons
St. Marys River, Mich.....	\$57,000	\$400,000		71,136,272
St. Clair River, Mich.....	31,000			81,791,338
Channels in Lake St. Clair, Mich.....	27,000			81,580,869
Detroit River, Mich.....	49,000			91,613,043
Alcona Harbor, Mich.....	7,500			2,754,008
Saginaw River, Mich.....	44,000			2,146,985
Harbor of refuge at Harbor Beach, Lake Huron, Mich.....	22,000			21,931
Black River, Mich.....	9,000			262,701
Rouge River, Mich.....	23,000			7,026,265
Monroe Harbor, Mich.....	31,000			214,667
Toledo Harbor, Ohio.....	110,000			23,638,822
Port Clinton Harbor, Ohio.....	52,500			5,942
Examinations, surveys, and contingencies (general), Detroit district.....			40,000	
Sandusky Harbor, Ohio.....	21,000			8,802,052
Huron Harbor, Ohio.....	15,000			1,371,265
Vermilion Harbor, Ohio.....	6,000			646
Lorain Harbor, Ohio.....	45,000			6,173,847
Cleveland Harbor, Ohio.....	190,000			14,156,078
Fairport Harbor, Ohio.....	27,500			2,806,571
Ashfabula Harbor, Ohio.....	49,000			9,645,333
Conneaut Harbor, Ohio.....	72,000			9,487,249
erie Harbor, Pa.....	23,000			5,071,915
Buffalo Harbor, N. Y.....	95,000			17,481,992
Black Rock Channel and Tonawanda Harbor, N. Y.....	44,000	70,000		598,664
Niagara River, N. Y.....	3,500			
Olcott Harbor, N. Y.....	62,000			( <sup>6</sup> )
Rochester (Charlotte) Harbor, N. Y.....	70,000			767,884
Great Sodus Bay Harbor, N. Y.....	8,500			637,547
Little Sodus Bay Harbor, N. Y.....	11,000			( <sup>6</sup> )
Oswego Harbor, N. Y.....	13,000			1,312,618
Ogdensburg Harbor, N. Y.....	23,000			632,351
Examinations, surveys, and contingencies (general), Buffalo district.....			53,000	
Newport Bay Harbor, Calif.....	13,000			12,875
Santa Barbara Harbor, Calif.....	66,000			9,578
Examinations, surveys, and contingencies (general), Los Angeles district.....			40,000	
Redwood Creek, Calif.....	26,000			900,454
Oakland Harbor, Calif.....	26,000			3,133,138
Richmond Harbor, Calif.....	39,000			9,162,388
San Pablo Bay and Mare Island Strait, Calif.....	78,000			3,864,285
Petaluma Creek, Calif.....	13,000			387,386
Humboldt Harbor and Bay, Calif.....	115,000			171,214
Examinations, surveys, and contingencies (general), San Francisco district.....			25,000	
San Joaquin River, Calif.....	100,000			1,039,196
Stockton and Mormon Channels (diverting canal), Calif.....	5,000			
Mokelumne River, Calif.....	2,000			61,425
Sacramento River, Calif.....	175,000			745,912
Feather River, Calif.....	1,500			( <sup>6</sup> )
Middle River and connecting channels, California.....	1,500			106,683
Suisun Bay Channel, Calif.....	22,000			2,678,740
Suisun Channel, Calif.....	4,000			35,395
Old River, Calif.....	13,500			235,783
Examinations, surveys, and contingencies (general), Sacramento district.....			30,000	
Honolulu Harbor, T. H.....	2,500			2,662,012
Kahului Harbor, T. H.....	3,000			447,950
Hilo Harbor, T. H.....	3,000			534,199
Nawiliwili Harbor, T. H.....	2,500			86,864
Port Allen Harbor, T. H.....	2,400			229,165
Welles Harbor, Midway Island.....	13,500			1,257
Examinations, surveys, and contingencies (general), Honolulu district.....			20,000	
Coquille River, Oreg.....	200,000			535,282
Coos Bay, Oreg.....	540,000			1,871,431
Coos River, Oreg.....	3,000			422,547

<sup>5</sup> Recreational.

<sup>6</sup> No record.



Statement showing the proposed application of funds included in the Budget estimate of \$43,100,040 for maintenance of river and harbor projects during the fiscal year 1942—Continued

Project	Amount			Commerce, calendar year 1939
	Mainte- nance	Operation and care	Examina- tions, sur- veys, and contingencies	
				<i>Tons</i>
Umpqua River, Oreg.	\$420,000			447, 244
Yaquina River, Oreg.	26, 500			411, 775
Yaquina Harbor and Bay, Oreg.	26, 500			489, 980
Depoe Bay, Oreg.	2, 000			272
Tillamook Bay and Bar, Oreg.	52, 500			95, 524
Columbia River, at the mouth, Oregon and Wash- ington.	310, 000			6, 849, 527
Sklipanon Channel, Oreg.	24, 000			917, 488
Youngs Bay and Youngs River, Oreg.	3, 000			610, 704
Columbia and lower Willamette Rivers, below Vancouver, Wash., and Portland, Oreg.	720, 000			14, 802, 917
Westport Slough, Oreg.	5, 000			477, 761
Clatskanie River, Oreg.	6, 000			84, 614
Willamette River above Portland and Yamhill River, Oreg.	180, 000	\$15, 000		2, 248, 071
Willamette River at Willamette Falls, Oreg.		50, 000		164, 705
Lake River, Wash.	2, 000			33, 750
Lewis River, Wash.	6, 000			4, 501
Cowlitz River, Wash.	17, 500			319, 067
Elokomis Slough, Wash.	5, 000			383, 546
Skamokawa Creek, Wash.	5, 000			13, 877
Grays River, Wash.	2, 000			50, 386
Columbia River at Bakers Bay, Wash.	12, 000			5, 134
Columbia River between Chinook, Wash., and the head of Sand Island.	2, 000			1, 248
Examinations, surveys, and contingencies (general), Portland district.			\$55, 000	
Columbia River between Vancouver, Wash., and Bonneville, Oreg.	87, 500			1, 709, 501
Columbia River at Bonneville, Oreg.		300, 000		416, 814
The Dalles-Celilo Canal, Oreg. and Wash.		100, 000		139, 542
Columbia River and tributaries above Celilo Falls to mouth of Snake River, Oreg. and Wash.	44, 000			135, 111
S Snake River, Oreg., Wash. and Idaho.	22, 000			4, 126
Examinations, surveys, and contingencies (general), Bonneville district.			35, 000	
Willapa River and Harbor, Wash.	70, 000			1, 124, 786
Grays Harbor and Chehalis River, Wash.	1, 450, 000			1, 655, 380
Puget Sound and its tributary waters, Wash.	35, 000			597
Seattle Harbor, Wash.	35, 000			6, 976, 491
Lake Washington Ship Canal, Wash.		95, 000		2, 048, 428
Everett Harbor, Wash.	14, 000			3, 586, 860
Swinomish Slough, Wash.	14, 000			112, 876
Stikine River, Alaska.	900			502
Nome Harbor, Alaska.	19, 500			23, 447
Examinations, surveys, and contingencies (gen- eral), Seattle district.			50, 000	
Yuba River restraining barriers, California.	13, 500			
Total	30, 000, 000	9, 500, 000	2, 000, 000	1, 244, 466, 248
Miscellaneous maintenance items:				
Survey of northern and northwestern lakes.	210, 000			
Supervisor of New York Harbor.	225, 000			
Permanent International Association of Navi- gation Congresses.	1, 000			
Removal of wrecks.	90, 000			
Expenses of California Debris Commission.	15, 000			
Total	541, 000			
Miscellaneous:				
Salaries, office, Chief of Engineers (allotment roll).	233, 040			
Printing for River and Harbor Board (sec. 6, River and Harbor Act of July 3, 1930) and printing of surveys authorized by law.	70, 000			
Rivers and Harbors Board expenses.	581, 000			
Beach Erosion Board.	50, 000			
Transfer to Geological Survey (stream gaging).	125, 000			
Total	1, 059, 040			

Grand total, \$43,100,040.



## MISCELLANEOUS SALARIES AND EXPENSES

Mr. SNYDER. Are the miscellaneous expenses pretty well stabilized, General, as shown on page 16?

General SCHLEY. Yes, sir; I would say they are. They vary from year to year somewhat, but they are pretty well stabilized.

Mr. SNYDER. They are expenses that must go on irrespective of the amount of new work, or, at least, to the extent shown?

General SCHLEY. Yes; those miscellaneous items and the maintenance figures must be continued, otherwise the projects would deteriorate to the point where there would be serious results.

## APPROPRIATIONS AND EXPENDITURES BY FISCAL YEARS 1931-41

Mr. SNYDER. According to table 6, you have available for expenditure this year, including the 1940 carry-over, \$128,183,690.38. Of course, that covers new work and maintenance.

We should add to that amount the money carried in the first deficiency bill, 1941. Out of the combined total what would you say expenditures will amount to during 1941? You evidently have given the Budget Bureau or the Treasury Department an estimated Treasury withdrawal figure.

General SCHLEY. It is approximately \$120,000,000, plus the first deficiency.

Mr. SNYDER. Will you insert the table showing that amount?

General SCHLEY. Yes, sir.

(The table above referred to is as follows:)

*Appropriations and expenditures for rivers and harbors (regular funds)*

Fiscal year	Balance from preceding year	Appropriated	Aggregate available	Expenditures during fiscal year	Carried to surplus fund	Balance available for succeeding fiscal year <sup>1</sup>
1931	\$118,606,706.83	\$90,632,977.26	\$209,239,684.09	\$80,918,866.50		\$128,320,817.59
1932	128,320,817.59	68,649,186.72	196,970,004.31	84,279,374.27		112,690,630.04
1933	112,690,630.04	38,039,259.62	150,729,889.66	76,788,491.29	\$1,734,562.21	72,206,896.16
1934	72,206,896.16	30,377,917.96	102,584,814.12	54,641,462.14	1,483,395.62	46,459,956.36
1935	46,459,956.36	41,864,541.98	88,324,498.54	37,262,952.81	300,000.00	50,761,545.53
1936	50,761,545.53	169,427,899.00	220,189,441.53	41,217,362.63	100,769.84	178,871,312.06
1937	178,871,312.06	128,000,000.00	306,871,312.06	111,447,314.81	2,037.58	195,421,959.67
1938	195,421,959.67	112,503,771.11	307,925,730.78	125,987,666.61	242,554.87	181,695,509.80
1939	181,695,509.80	96,265,155.50	277,960,665.30	112,143,853.15		165,816,812.15
1940	165,816,812.15	69,065,815.14	234,882,627.29	106,698,936.91		128,183,690.38
1941	128,183,690.38	\$32,009,000.00	\$160,192,690.38	\$128,000,000.00		

<sup>1</sup> Includes appropriations made during fiscal year.

<sup>2</sup> Includes appropriation of \$8,127,000 in the First Supplemental Civil Functions Appropriation Act, 1941, and \$23,882,000 included in the first deficiency bill, 1941.

<sup>3</sup> Estimated.

FUNDS ALREADY SET UP FOR RIVERS AND HARBORS WORK NOT  
DIVERTED TO NATIONAL-DEFENSE PROJECTS

Mr. TERRY. With reference to all these new national-defense projects that have been recently considered, are any of the funds that were originally set apart to other projects diverted, or have they been diverted to the national-defense projects?

General SCHLEY. You mean the national-defense projects for rivers and harbors, or for cantenments?

Mr. TERRY. I am talking about river and harbor projects, for the deepening of channels and things of that sort, which have come up



since we started the national-defense program. We had projects set up before that and I wondered whether any of the money for those projects had been slipped into the new defense projects?

General SCHLEY. No, sir; not any of the new ones, or, in fact, none of the old ones. We have spent our money this year very much as we set it up originally.

Mr. TERRY. It is so much easier to get money for new national-defense projects than for the regular program outlined several years ago.

General SCHLEY. It was not our understanding that latitude should be taken to that extent. That would not apply to anything that has not been presented to this committee.

Mr. TERRY. You would not divert any money to some of the new projects and slow up the old projects?

General SCHLEY. No. I was just explaining the special authorization measure of October 1940. We had no funds to expend, and we put in a special deficiency to obtain money. We did not transfer any money for other purposes. There are no funds for such projects until the deficiency bill is passed.

For the present fiscal year there was eight or nine million dollars appropriated to specially expedite projects. We could not expedite them until we got the money.

#### FUNDS EXPENDED FOR INVESTIGATION AND SURVEYS OF ST. LAWRENCE RIVER

Mr. STARNES. Have any funds been expended, or any studies made with reference to the St. Lawrence River waterway?

General ROBINS. Only for investigations and surveys and preparation of plans.

Mr. STARNES. Approximately how much money has been spent in that connection, General?

General ROBINS. The allotment to the Engineer Department was \$950,000, of which about \$250,000 has been actually spent and \$500,000 obligated.

Mr. STARNES. When is it contemplated that the preliminary investigation and study will be complete?

General ROBINS. About the first of June.

Mr. STARNES. From what source were these funds derived?

General ROBINS. The President's emergency fund.

Mr. STARNES. For what portion of the year, approximately, is the St. Lawrence waterway ice-bound, or closed to traffic?

General ROBINS. About 5 months.

Mr. STARNES. Can you tell us about what portion of the year the Great Lakes traffic is thus interfered with, or ice-bound?

General ROBINS. About the same period of time.

Mr. STARNES. Do you have any idea yet, or any estimate, or are you able to make any estimate that you think would be a reasonably accurate estimate as to the cost of the development of the St. Lawrence waterway?

General ROBINS. Yes, sir. The report which I understand was given out to the press yesterday gave an estimate for the improvement of the International Rapids section. The estimate given out was one made on the 3d of January, and as I recollect, it came to two hundred and sixty-six million and some odd dollars.



Mr. STARNES. Who gave out that report you mentioned; who issued it or authorized it?

General ROBINS. It was a report made by the Canadian Temporary Great Lakes-St Lawrence Basin Committee and the United States St. Lawrence Advisory Committee. The former was appointed by the Government of Canada and the latter by the President of the United States.

Mr. STARNES. Who heads those two committees for the respective countries? Do you recall who issued the statement for the respective countries?

General ROBINS. The chairman of the Canadian committee is Mr. Guy A. Lindsay, engineer of the Canadian Department of Transport and the chairman of the United States committee is Mr. Leland Olds, the Chairman of the Federal Power Commission.

Mr. STARNES. Would the freezing over or closing of a river by ice over a period of years affect in any manner the development of a hydroelectric power project?

General ROBINS. No, sir. The project is being designed to take care of ice conditions. There will be sufficient excavation in the channel above the power house and the main dam to bring about a reduction in velocity sufficient to permit the formation of an ice sheet over the entire power pool. With the ice sheet, there will be no interference with the power generation by frozen or slush ice.

Mr. STARNES. Are you able to tell the committee at this time upon which side, whether the Canadian side or the United States side, the hydroelectric project would be located?

General ROBINS. There are to be two power-houses, one on each side of the international boundary. The power houses are to be exactly the same size and with exactly the same installed capacity.

Mr. STARNES. How much power can be developed, as contemplated by these studies?

General ROBINS. About 1,000,000 horsepower for each country.

Mr. STARNES. Can you give us an estimate of what will be the maintenance cost of this waterway, including the hydroelectric development?

General ROBINS. No, sir; I have no estimate for maintenance at this time. There would not be any larger maintenance cost than on other projects of a similar character.

Mr. STARNES. Do you know anything about how much of the money it is proposed shall be furnished by each of the respective governments, or how the cost of the project will be shared?

General ROBINS. I have not yet seen the agreement between the two countries which was signed yesterday.

Mr. POWERS. May I ask this question at this point: General Robins, have you, in the Engineer Corps, made any study as to whether this project should go ahead on a treaty basis or on an agreement basis?

General ROBINS. No, sir; that is not within our province.

Mr. POWERS. Where has that study been made?

General ROBINS. I presume in the State Department.

Mr. POWERS. Apparently some study was given to the question and a decision arrived at that an agreement could be made and that a treaty was not necessary.

Would you gentlemen be good enough to insert in this record a copy of the opinion as to why that could be done by agreement and not by a treaty?



General SCHLEY. I do not think we have anything that would enable us to answer that question. I do not believe we have any such information.

General ROBINS. I have no such information. We would have to go to the State Department to find out. Undoubtedly, you can have that question answered by the State Department when the agreement is up.

PROCEDURE IN DETERMINING A RIVER AND HARBOR PROJECT AS RELATED  
TO A NATIONAL-DEFENSE PROJECT

Mr. STARNES. I want to know the procedure adopted, the rules and regulations concerning the manner in which you determine whether or not a river and harbor project is a national-defense project, so closely related to national defense that it will win approval and provision for undertaking the work.

What is the procedure, what are the rules by which you denominate a project as a national-defense project?

General SCHLEY. We have not established rules. We have done two things; we have assumed that we ourselves should not attempt to make that decision within our department. In the second place, we have accepted such statement as having sufficient authority to act on, from the Navy Department, the War Department, the Coast Guard, or any agency such as the National Power Policy Committee, or any agency which deals with matters of national defense from the point of view of national development, such as the O. P. M., for instance.

Mr. STARNES. Those agencies are agencies where you obtain counsel and advice, or who offer you gratuitous counsel and advice concerning the necessity of projects for power, on the one hand, to tie in with river development or harbor improvement, and to tie in with certain fortifications or shipping problems which involve national defense?

General SCHLEY. That is correct. In some cases it originates with them; in some cases they are approached by local interests; in some cases we have asked them for an opinion. We have in all cases statements in writing.

Mr. STARNES. You furnish a statement as to your opinion of the cost, and the studies?

General SCHLEY. That is right.

Mr. STARNES. Who makes the final decision, the President?

General SCHLEY. I do not know that any have gone that far yet. In the October 1940 bill which passed Congress, including the national defense navigation projects, we put all measures into it which were then before us of that character. But certain of them were thrown out by the Budget.

Mr. STARNES. Assuming that since October 1940, an unusual number of national-defense plants or installations have been established along or adjacent to a waterway which is potentially navigable, such as a powder plant, a munitions storage plant, a powder-bag plant, or other vital national-defense installation, located on or adjacent to a stream of that character, would those be factors considered by the War Department and the Board of Engineers as having national-defense value which would permit the consideration of the development of that stream in connection with national defense?

General SCHLEY. I should think that would be true, Mr. Starnes, so far as my observation goes, in those cases which have been presented.



Mr. STARNES. That would be particularly true where a stream flows through a rich mineral region where power is actually being developed at the present time by private companies, or by the building of multiple-purpose dams by the Corps of Engineers in such a stream, from the standpoint of navigation, power, and flood control, and where there is a demand for power. Would it also hasten the consideration and action upon the construction of such a project?

General SCHLEY. Of course, that statement would have to be predicated on our studies showing that navigation would probably move on the river if it is improved, and our studies have to show that fact.

Mr. STARNES. Still further assuming that the district engineer's office and the division engineer's office have both, prior to the establishment of such national-defense industries in such a situation as I have outlined, made a detailed study and survey and that the district office has made a strong recommendation for that development, which is followed up by a study and review by the division office, with a strong recommendation from that point, and that it comes from the Board of Engineers into the War Department, and you also pass favorably upon the project, then, in such circumstances, you have practically ideal conditions for the development of such a waterway from the standpoint of national defense.

General SCHLEY. Conditions being as you have expressed them, I would think some national-defense agency would interest itself in the improvement of that stream for navigation, assuming the study shows that navigation will proceed on the stream, if it is favorable, and I assume it is so shown.

#### FUNDS FOR IMPROVEMENT, ETC., FOR MOBILE BAY HARBOR REGION

Mr. STARNES. General Schley, do you know whether or not in this bill there are any funds provided for improvement or development in the Mobile Bay Harbor region, or has that work there been completed?

General SCHLEY. That would be in table No. 4, commencing with Maine and going down the Atlantic coast and across the Gulf. No new work is contemplated there.

Mr. STARNES. Has the work on Carrows Bend been completed?

General ROBINS. That was authorized in the National Defense River and Harbor Act, and there is money in the first deficiency bill for that.

#### NATURE OF WORK AND EXPENDITURES MADE ON ST. LAWRENCE RIVER WATERWAY

Mr. COLLINS. General, are there any funds available for expenditure by you or anyone else for any activity in connection with the development of the St. Lawrence waterway?

General SCHLEY. We have no funds, except the money which General Robins spoke of in the earlier part of the hearing, which have been allotted to us by the President for the survey and design of the project, amounting to \$950,000. We have no other fund than that.

Mr. COLLINS. Have you expended all of that money?

General ROBINS. We have actually expended from \$250,000 to \$360,000 and obligated about \$560,660.



Mr. COLLINS. How many men have you on the St. Lawrence now?

General ROBINS. At present we have 242 of our own employees and 42 contractors' employees.

Mr. COLLINS. Would it be possible, under existing law, to begin the construction of the St. Lawrence waterway project without some sort of congressional authorization?

General ROBINS. No, sir; I understand congressional authorization is necessary. As I understand it, this agreement between the two countries would have to be ratified by Congress before any work could be done, any actual construction.

Mr. COLLINS. Has the Canadian Government, or the British Government set aside any money to be used in connection with that project?

General ROBINS. No, sir; they have, however, cooperated in the investigations and surveys.

Mr. COLLINS. By saying "best wishes," or something like that?

General ROBINS. No, sir; they are using their existing agencies, and they have cooperated. I do not think there has been any special appropriation by the Canadian Parliament.

Mr. COLLINS. There has not been anything that has cost them any money, has there?

General ROBINS. I personally have no knowledge of how much money has been spent by the Canadians.

Mr. COLLINS. I am not talking about what they have spent in years past. I am talking about money that has been spent that you might know something about in the last 12 months.

General ROBINS. They have spent some money in the last 12 months.

Mr. COLLINS. Doing what?

General ROBINS. Making surveys on their own side.

Mr. COLLINS. Have you yourself made your surveys on one side?

General ROBINS. The investigations in the river have been on both sides.

Mr. COLLINS. I thought you had been working on both sides.

General ROBINS. There are certain other studies and surveys that the Canadians have undertaken to do at their own expense.

Mr. COLLINS. Do you know of your own knowledge whether they have spent a dime on anything?

General ROBINS. Yes, sir; they have spent a dime, because they have done a lot of traveling back and forth.

Mr. COLLINS. Watching you folks?

General ROBINS. They have watched us pretty closely——

Mr. COLLINS. Have they had anything to do with this survey you are making?

General ROBINS. There is now a joint commission——

Mr. COLLINS. I know about that; I am talking about the expenditure of money now.

General ROBINS. I cannot tell you how much money the Canadians have spent.

Mr. COLLINS. Have there been any engineers there making surveys of the stream except you people?

General ROBINS. You are talking about——

Mr. COLLINS. I am talking about making surveys of the St. Lawrence River.



General ROBINS. We are making the borings and the surveys on the American side.

Mr. COLLINS. They have not contributed a dime toward doing that?

General ROBINS. They have not contributed anything for that.

Mr. COLLINS. Have the Canadians made any borings on their side, similar to the borings you have made on our side?

General ROBINS. They have made a large number of borings.

Mr. COLLINS. That is not in connection with this particular project, at all?

General ROBINS. No, sir; but between 1933 and last year they have spent a considerable amount of money on making borings and also studies.

### FLOOD-CONTROL PROJECTS

Mr. SNYDER. The next item of appropriation, according to the arrangement of our bill, pertains to flood control (general). Have you a general statement touching this phase of your work?

General SCHLEY. Yes, sir.

Mr. SNYDER. Will you proceed?

General SCHLEY. Mr. Chairman, the Nation-wide flood-control program which is now being prosecuted by the War Department pursuant to authorizations of Congress in the Flood Control Act approved June 22, 1936, and subsequent amendatory and supplementary acts involves the construction of 377 flood-control projects at a total estimated cost not to exceed \$693,926,000, the maintenance of completed flood-control reservoirs and channel-improvement projects, and the accomplishment of preliminary examinations and surveys at numerous localities throughout the country. This program does not include the work authorized for the alluvial valley of the Mississippi River or for the Sacramento River and tributaries where projects have been underway for a number of years under other existing authorities. The program is also exclusive of flood control and related work authorized by Congress to be undertaken by other departments.

Beginning with the fiscal year 1938, Congress has appropriated to this Department for the prosecution of this program a total of \$321,555,000 of which \$309,018,000 has been allotted to construction, \$350,000 to maintenance, and \$12,187,000 to authorized surveys. These amounts do not include transfers to the Department of Agriculture for construction and for preliminary examinations as authorized by existing legislation, but they do include \$1,258,000 for the Sacramento River project which was obtained from the Department's general flood-control appropriation for the fiscal year 1940, as authorized in the Third Deficiency Appropriation Act, fiscal year 1939. To complete the present authorized construction program of this Department for general flood-control works, additional appropriations totaling \$386,166,000 will be required.

The present status of the flood-control program may be briefly summarized as follows. Fifty-eight projects have been completed at a cost to the Government of \$30,083,000. Construction has been initiated and has progressed rapidly on 144 projects. Nine others will be started during the remainder of the current fiscal year. The



works now under way and those expected to be started this spring have a total estimated Federal cost of \$474,159,000.

An additional amount estimated at \$206,847,000 is now required to complete those projects. Plans have also been prepared for the construction of 42 other projects having a total estimated cost of \$121,210,000, including lands, easements, and relocations where such costs have been determined to be chargeable to the United States. Most of the latter projects can be placed under way as soon as funds are made available for that purpose. In accordance with existing legislation, local cooperation is required for all flood-control improvements other than reservoir projects and channel improvement or channel rectification projects.

#### PROPOSED ALLOCATION OF FUNDS IN ESTIMATE FOR 1942

There is presented in the following table for the information of the committee a tentative schedule of projects which the Department proposes to prosecute during the fiscal year 1942 within the limitation recommended by the Bureau of the Budget for an appropriation amounting to \$70,000,000, of which \$66,226,658 is for construction and maintenance by the War Department, \$2,775,000 for preliminary examinations and surveys by the War Department, and \$998,342 for preliminary examinations and surveys by the Department of Agriculture.

The amount of the appropriation recommended by the Bureau of the Budget will require the Department to reduce its present rate of progress on flood-control projects now under construction, but by making use of continuing contracts as far as practicable the Department has been able to include in the list of the proposed allotments presented to the committee the continuation of all flood-control projects now under way, since the provisions of such agreements permit it to enter into contracts for large projects without obligating the Government beyond the limits of funds which are available for those projects at the time of their initiation and during succeeding fiscal years. Since all of the appropriation recommended by the Bureau of the Budget will be required to continue the construction of projects now under way or scheduled for initiation during the spring of this year, it will not be possible to start the construction of any additional authorized flood-control projects during the fiscal year 1942.



Statement showing the proposed application of funds included in Budget estimate for fiscal year 1942 Flood-control projects

Division, district, and project	Total estimated Federal cost	Previous allotments	Tentative allocation for fiscal year 1942			Additional to complete after 1942
			Construction	Lands, rights-of-way, railroad, highway, and utilities relocations	Total	
NEW WORK						
North Atlantic division:						
Boston district: Franklin Falls Reservoir, N. H.	\$7,352,000	\$6,860,000	\$492,000		\$492,000	
Providence district:						
Surry Mountain Reservoir, N. H.	1,485,000	1,345,000	90,000		140,000	
Birch Hill Reservoir, Mass.	3,530,000	2,615,000	300,000		500,000	\$115,000
Knightville Reservoir, Mass.	3,020,000	2,660,000	50,000		310,000	
Hartford, Conn.	4,614,000	3,650,000	954,000		964,000	
Binghamton district:						
Whitney Point Reservoir, N. Y.	4,332,400	3,392,400	661,000		179,000	
Hornell, N. Y.	3,300,000	3,111,000	69,000		120,000	
Binghamton, N. Y.	2,920,100	1,268,100	780,000		20,000	
Corning, N. Y.	1,749,200	1,175,200	574,000			
Elmira, N. Y.	3,075,000	505,300	634,000			
Whitney Point, N. Y.	176,000	34,000	140,000		2,000	
Lisle, N. Y.	348,500	168,500	76,000		104,000	
Baltimore district:						
Williamsport, Pa.	5,426,500	1,032,900	930,000		930,000	3,463,600
York, Pa.	3,696,500	1,871,600	944,000		56,000	824,900
Plymouth, Pa.	954,400	834,400	120,000		120,000	
Washington district: Cumberland, Md., and Ridgeley, W. Va. (plans)	743,400	63,100	50,000		50,000	630,300
Total, North Atlantic division	46,723,000	30,587,500	6,874,000	1,341,000	8,215,000	7,920,500
Lower Mississippi Valley division: Vicksburg district: Wallace Lake Reservoir, La.	704,000	639,000	65,000		65,000	
Total, lower Mississippi Valley division	704,000	639,000	65,000		65,000	
Southwestern division:						
Denison district: Denison Reservoir, Texas and Oklahoma	48,290,000	13,088,300	5,000,000	5,000,000	10,000,000	25,291,700
Caddoa district: John Martin Reservoir, Colorado	14,600,000	6,993,500	3,650,000	350,000	4,000,000	3,606,500
Little Rock district:						
Blue Mountain Reservoir, Ark.	4,922,000	1,703,400	1,700,000	300,000	2,000,000	1,218,600
Nimrod Reservoir, Ark.	4,167,000	2,666,000	300,000	300,000	600,000	401,000
Clearwater Reservoir, Mo.	9,981,000	3,332,300	1,100,000	300,000	1,400,000	5,248,700
Norfolk Reservoir, Ark.	15,900,000	1,884,400	2,800,000	200,000	3,000,000	11,015,600



Statement showing the proposed application of funds included in Budget estimate for fiscal year 1942—Flood-control projects—Continued

Division, district, and project	Total estimated Federal cost	Previous allotments	Tentative allocation for fiscal year 1942			Additional to complete after 1942
			Construction	Lands, rights-of-way, rail-road, high-way, and utilities relocations	Total	
NEW YORK—continued						
Southwestern division—Continued.						
Tulsa district:						
Fort Supply Reservoir, Okla.	\$8,000,000	\$6,459,500	\$1,341,000		\$1,341,000	\$199,500
Canton Reservoir, Okla.	13,870,000	1,854,000	1,652,000	\$348,000	2,000,000	10,016,000
Great Salt Plains Reservoir, Okla.	4,600,100	4,581,100	19,000		19,000	
Hulah Reservoir, Okla.	8,840,000	453,100	400,000	300,000	700,000	7,686,900
Total, southwestern division	133,170,100	43,015,600	17,962,000	7,098,000	25,060,000	65,094,500
Missouri River division:						
Kansas City district:						
Kansas Citys, Kans. and Mo.	10,000,000	2,906,000	795,000		795,000	6,299,000
Kanopolis Reservoir, Kans.	8,977,000	3,375,000	1,819,000	781,000	2,600,000	3,002,000
Total, Missouri River division	18,977,000	6,281,000	2,614,000	781,000	3,395,000	9,301,000
Ohio River division:						
Pittsburgh district:						
Mahoning Creek Reservoir, Pa.	6,413,000	6,230,000		183,000	183,000	
Loyalhanna Creek Reservoir, Pa.	5,297,700	3,443,700	354,000	1,500,000	1,854,000	
Youghiogheny River Reservoir, Pa.	9,000,000	3,645,000	1,000,000	300,000	1,300,000	4,055,000
Detailed plans and surveys, Ohio River Basin	159,100	119,100	40,000		40,000	
Huntington district:						
Muskingum Valley Reservoirs, Ohio	36,090,000	30,300,500		1,365,000	1,365,000	4,424,500
Bluestone Reservoir, W. Va.	14,857,000	1,571,700	2,000,000		2,000,000	11,285,300
Huntington, W. Va., sec. I (west end)	3,202,000	2,713,000	489,000		489,000	
Massillon, Ohio	3,895,000	1,505,000	1,450,000	350,000	1,800,000	590,000
Parkersburg, W. Va.	3,411,000	713,100	1,400,000		1,400,000	1,297,900
Detailed plans and surveys, Ohio River Basin	290,900	200,900	60,000		60,000	
Cincinnati district:						
Portsmouth-New Boston, Ohio	5,238,000	2,212,600	1,068,000		1,068,000	1,957,400
Cincinnati, Ohio	6,530,000	985,500	1,800,000		1,800,000	3,741,500
Detailed plans and surveys, Ohio River Basin	137,200	77,200	60,000		60,000	



Louisville district:					
Jeffersonville-Clarksville, Ind.	3,163,000	1,240,200	1,581,000	1,581,000	341,800
Evansville, Ind.	3,236,200	2,142,800	800,000	800,000	203,400
Padeau, Ky.	4,041,900	2,841,900	682,000	682,000	518,000
Mounds and Mound City, Ill.	1,818,500	1,310,500	508,000	508,000	---
Nashville district: Detailed plans and surveys, Ohio River Basin	549,300	509,300	40,000	40,000	---
Total, Ohio River division	107,299,800	61,765,000	13,322,000	3,698,000	28,504,800
South Pacific division:					
Los Angeles district: Los Angeles County drainage area, Calif.:					
Reimbursement to local interest	2,903,300	1,400,000	3,826,000	500,000	1,003,300
Los Angeles River, Calif.	44,207,700	31,144,800	1,194,000	1,194,000	8,042,900
Santa Fe Dam, Calif.	10,017,000	1,428,900	3,146,000	604,000	4,838,100
Total, South Pacific division	57,128,000	33,973,700	6,972,000	2,298,000	13,884,300
North Pacific division:					
Portland district: Mill Creek, Wash.	1,452,700	1,032,700	270,000	50,000	100,000
Seattle district: Mud Mountain Dam, Wash.	9,998,218	8,112,800	1,886,338	1,886,338	---
Total, North Pacific division	11,450,918	9,145,500	2,155,338	50,000	100,000
Snagging pursuant to sec. 2, Flood Control Act, approved Aug. 28, 1937, as amended					
Total, new work	375,452,818	185,407,360	49,974,358	15,266,000	124,805,100
Maintenance of completed works:					
Whitney Point Reservoir, N. Y.					1,000
Arkport Reservoir, N. Y.					5,000
Hornel, N. Y.					10,000
Avoca, N. Y.					3,000
Painted Post, N. Y.					3,000
Oxford, N. Y.					3,000
Lisle, N. Y.					1,000
Binghamton, N. Y.					1,000
Corning, N. Y.					1,000
Bayou Pierre, La.					13,500
Big Black River and Reservoir, N. Mex.					31,500
Conchas Dam and Reservoir, Okla.					40,000
Great Salt Plains Reservoir, Okla.					25,000
Lake Traverse and Bois de Sioux River Reservoir, S. Dak.					25,000
Middlesboro, Ky.					5,000
Manoung Creek Reservoir, Pa.					2,000
Conesta Reservoir, Pa.					25,000
Crooked Creek Reservoir, Pa.					25,000
Johnstown (Pa.) Channel					8,000
Loyalhanna Creek Reservoir, Pa.					15,000
Muskingum Valley Reservoirs, Pa.					59,000
Newark, Ohio					4,000
Hansen Dam, Calif.					15,000
Sequimeda Dam, Calif.					15,000
Los Angeles River, Calif.					15,400



## Statement showing the proposed application of funds included in Budget estimate for fiscal year 1942—Flood-control projects—Continued

Division, district, and project	Total esti- mated Fed- eral cost	Previous allotments	Tentative allocation for fiscal year 1942			Additional to complete after 1942
			Construc- tion	Lands, rights-of- way, rail- road, high- way, and utilities relocations	Total	
NEW YORK—continued						
Maintenance of completed works—Continued.						
Prado Dam, Calif.					\$15,000	
Brea Dam, Calif.					6,500	
Fullerton Dam, Calif.					3,500	
Kern Ridge Reservoir, Oreg.					10,000	
Mill Creek, Wash.					10,000	
Salmon River, Alaska					1,600	
Total, maintenance of completed works					400,000	
Preliminary examinations and surveys, War Department (includes \$275,000 for transfer to U. S. Geological Survey)					2,775,000	
Salaries, office, Chief of Engineers					286,300	
Preliminary examinations and surveys, Department of Agriculture					998,342	
Grand total					70,000,000	



Mr. SNYDER. You say the cost of the 377 authorized projects is going to run well in excess of the \$693,926,000?

General SCHLEY. In accordance with existing authorizations, the total cost is limited to that amount.

Mr. SNYDER. Do you think that will be sufficient?

General SCHLEY. So far as I know now, sir.

Mr. SNYDER. Is it the present plan to prosecute all of the 377 projects, or has the number been modified by subsequent studies or investigations?

Major REBER. At the present time, as far as we know, practically all of those authorized projects will be prosecuted, except, in the case of certain local protection projects included in the 377, we do not know at the present time whether or not the necessary local cooperation required by law will be forthcoming.

General SCHLEY. I might supplement that by making one other statement, that as we get into the detailed design, it may develop that slight changes will be made, which will alter certain projects to some extent; but, substantially, we are going ahead with this number.

#### AUTHORIZED FLOOD CONTROL PROJECTS WHICH HAVE NOT BEEN STARTED DUE TO LACK OF FUNDS

Mr. SNYDER. Would it be much of a job to have prepared for the record a statement of the projects which will not have been commenced out of presently available funds, or funds in this budget, and showing therein the present estimated cost of the projects?

General SCHLEY. It will be very simple to do that, sir.

*Flood control, general—Authorized projects which have not been started due to lack of funds and which are not expected to be started under the Budget limitations of \$70,000,000 for the fiscal year 1942*

#### I. PROJECTS WHICH CAN BE STARTED AS SOON AS FUNDS ARE MADE AVAILABLE

	<i>Total estimated cost</i>
Hopkinton-Everett Reservoir, N. H.....	\$11, 500, 000
West Peterboro Reservoir, N. H.....	1, 300, 000
Mountain Brook Reservoir, N. H.....	344, 000
Nashua, Merrimack River, N. H.....	100, 000
North Andover, Merrimack River, Mass.....	150, 000
Union Village Reservoir, Vt.....	2, 376, 000
Claremont Reservoir, N. H.....	5, 160, 000
Tully Reservoir, Mass.....	759, 000
Davenport Center Reservoir, N. Y.....	3, 065, 000
West Oneonta Reservoir, N. Y.....	2, 856, 000
East Sidney Reservoir, N. Y.....	2, 134, 000
Copes Corner Reservoir, N. Y.....	2, 761, 000
Almond Reservoir, N. Y.....	2, 859, 000
Addison, N. Y.....	164, 500
Bath, N. Y.....	331, 000
Canisteo, N. Y.....	263, 500
Almond, N. Y.....	48, 000
Cumberland, Md., and Ridgeley, W. Va.....	743, 400
Buffalo Bayou, Tex. (No Federal funds available. Being started with local contributions).....	18, 751, 700
Black Bayou, La.....	289, 000
Bayou Bodeau Reservoir, La.....	2, 932, 000
Fort Chartres and Ivy Landing drainage district No. 5, Illinois.....	123, 000
Harrisonville and Ivy Landing drainage and levee district No. 2, Illinois.....	747, 000
Preston drainage and levee district, Illinois.....	244, 000



*Flood control, general—Authorized projects which have not been started due to lack of funds and which are not expected to be started under the Budget limitations of \$70,000,000 for the fiscal year 1942—Continued*

I. PROJECTS WHICH CAN BE STARTED AS SOON AS FUNDS ARE MADE AVAILABLE— Continued		Total estimated cost
Chouteau, Nameoki, and Veniee drainage and levee district, Illinois		\$132, 000
St. Louis County drainage and levee district, Missouri		259, 000
Degognia and Fountain Bluff levee and drainage district, Illinois		330, 000
Wood River levee, Illinois		463, 000
Freeport on Peatoniea River, Ill		463, 000
Coralville Reservoir, Iowa	6, 007, 000	
McGee Creek levee and drainage district, Illinois		135, 000
Coal Creek drainage and levee district, Illinois		434, 000
Kelly Lake drainage and levee district, Illinois		100, 200
Lacey, Langellier, West Matanzas, and Kerton Valley drainage and levee district, Illinois		181, 200
Dry Run, Iowa		384, 000
Thompson Lake drainage and levee district, Illinois		156, 200
Clear Lake drainage and levee district, Illinois		69, 300
Bell drainage district, Illinois		43, 100
East of Chandlerville, Ill		326, 100
Tar Creek levee, Illinois		34, 800
Swiger, Whitney, Young Hoblit levee, Illinois		10, 200
Watts levee, Illinois		34, 400
Lussenhop levee, Illinois		10, 800
East of Hubly Bridge, Illinois		20, 300
Donovan levee, Illinois		28, 400
Wolf Creek Reservoir, Ky	17, 800, 000	
Conemaugh River Reservoir, Pa	21, 366, 000	
Martins Ferry, Ohio	1, 735, 000	
Punxsutawney, Pa	499, 000	
Elkins, Ohio River Basin, W. Va	1, 137, 000	
Levee unit No. 5, Wabash River, Ind	1, 533, 900	
Dewey Reservoir, Ky	2, 645, 000	
Newport, Ky	2, 662, 000	
Huntington, W. Va., sec. III	2, 535, 000	
Point Pleasant, W. Va	1, 434, 000	
Roseville, Ohio	170, 000	
Delaware Reservoir, Ohio	4, 315, 000	
Falmouth Reservoir, Ky	5, 994, 000	
Ashland, Ky	2, 441, 000	
Wilder, Ky	747, 000	
Maysville, Ky	1, 820, 000	
Louisville, Ky	4, 500, 000	
New Albany, Ind	2, 900, 000	
Uniontown, Ohio River Basin, Ky	260, 000	
Russell and Allison levee, Ohio River Basin, Ill	1, 940, 000	
San Gabriel River Canyon, mouth to Santa Fe Dam, Calif	2, 086, 000	
San Jaun Dam, Calif	3, 105, 000	
San Antonio Dam, Calif	6, 500, 000	
Detroit Reservoir, Oreg. (highway relocation only)	1, 558, 100	
Prescott area, Columbia County, Oreg	35, 100	
Yakima River, Wash	163, 000	
Tacoma, Puyallup River, Wash	1, 638, 000	
Total		163, 426, 200



*Flood control, general—Authorized projects which have not been started due to lack of funds and which are not expected to be started under the Budget limitations of \$70,000,000 for the fiscal year 1942—Continued*

II. PROJECTS WHICH HAVE BEEN DEFERRED BECAUSE OF LACK OF LOCAL COOPERATION OR BECAUSE OF CHANGES IN CONDITIONS SUBSEQUENT TO THEIR AUTHORIZATION

	Total estimated cost
Waterford, N. Y.-----	\$315, 000
Rutland, Vt.-----	49, 500
Proctor, Vt.-----	22, 500
North Adams, Mass.-----	66, 000
Bennington, Vt.-----	216, 000
Hoosick Falls, N. Y.-----	43, 000
Federalsburg, Md.-----	220, 000
Sunbury, Pa.-----	93, 600
Harrisburg, Pa.-----	104, 000
Milton, Pa.-----	263, 900
Montgomery, Pa.-----	139, 100
Muncy, Pa.-----	360, 800
Jersey Shore, Pa.-----	395, 900
Lock Haven, Pa.-----	2, 860, 000
Bloomsburg, Pa.-----	131, 300
West Pittston, Pa.-----	100, 000
Swoyerville and Forty Fort, Pa.-----	529, 800
Nanticoke, Pa.-----	381, 700
Moorefield, W. Va.-----	158, 300
Harpers Ferry, W. Va.-----	168, 900
Clark Hill Reservoir, S. C. (reimbursement for lands and rights-of-way)-----	1, 700, 000
Flomaton, Ala.-----	149, 000
Brewton, Ala.-----	235, 000
Pearl River, Miss. and La., at Jackson, Miss.-----	10, 000
Jonesville, La.-----	368, 200
Clarendon to Laconia Circle, White River Basin, Ark.-----	8, 960, 000
Big Creek and L'Anguille River, White River Basin, Ark.-----	86, 400
Buffalo River, Miss.-----	40, 000
Blakely Mountain Reservoir, Ark. (participation for flood-control value)-----	2, 000, 000
West of Morrilton, Ark.-----	603, 000
Clarksville, Ark.-----	70, 000
Little Rock, Arkansas River, Ark.-----	134, 500
Near Dardanelle, Arkansas River, Ark.-----	114, 200
East Poplar Bluff and Poplar Bluff, Mo.-----	546, 800
Big Bottom, Ark.-----	128, 700
Little Black River, Mo. and Ark.-----	754, 900
Kaw, Okla.-----	32, 500
Near Fort Gibson, Okla.-----	33, 600
Hutchinson, Kans.-----	1, 050, 000
Wichita and Valley Center, Kans.-----	2, 603, 100
Big Slough to Belle Plaine, Kans.-----	1, 650, 200
Optima Reservoir, Okla.-----	6, 700, 000
Florence, Kans.-----	17, 000
Cottonwood Falls, Kans.-----	7, 200
Emporia, Kans.-----	22, 700
Neosho Rapids, Kans.-----	38, 900
Lyon County, Kans.-----	237, 100
Hartford, Kans.-----	43, 200
Burlington, Kans.-----	27, 000
Leroy, Kans.-----	9, 600
Neosho Falls, Kans.-----	32, 400
Humboldt, Kans.-----	19, 300
Chetopa, Kans.-----	28, 600
Cherokee County, Kans.-----	234, 000
Verdigris River from mouth to Madison, Kans.-----	231, 800
West of Fredonia, Kans.-----	189, 900



*Flood control, general—Authorized projects which have not been started due to lack of funds and which are not expected to be started under the Budget limitations of \$70,000,000 for the fiscal year 1942—Continued*

II. PROJECTS WHICH HAVE BEEN DEFERRED BECAUSE OF LACK OF LOCAL COOPERATION OR BECAUSE OF CHANGES IN CONDITIONS SUBSEQUENT TO THEIR AUTHORIZATION—continued

	<i>Total estimated cost</i>
West of Benedict, Kans.....	\$195,000
West of Elk City, Kans.....	81,400
Caney Creek, Okla. and Kans.....	157,600
Blackwell, Okla.....	50,000
Wiedmer chemicals drainage and levee district, Illinois.....	76,500
Green Island levee and drainage district No. 1, Iowa.....	68,000
Carroll County levee and drainage district No. 1, Illinois.....	13,200
Keithsburg drainage district, Illinois.....	11,000
Riverland levee district, Missouri.....	73,000
Janesville and Indian Fort Dams, Wis.....	29,000
Henderson County drainage district No. 3, Illinois.....	13,600
Salt Creek in vicinity of Middletown, Ill.....	53,700
East Peoria drainage and levee district, Illinois.....	14,100
Panther Creek levee, Ill.....	96,400
Sangamon River and Salt Creek, Ill.....	12,500
Sangamon River from mouth of Salt Creek to Roby, Ill.....	773,000
Mouth of Sangamon River, Ill.....	136,000
Levees between Shelby Bridge and Baum's Bridge, Indiana.....	167,600
Lawrence, Kans.....	163,100
Wibaux, Mont.....	42,300
Marmarth, N. Dak.....	19,000
Forsyth, Mont.....	99,200
Harlem, Mont.....	9,000
Saco, Mont.....	27,500
Pineville, Ky.....	507,400
Peru, Ind.....	118,000
Logansport, Ind.....	450,000
Anderson, Ind.....	127,500
Indianapolis, Warfleigh levee, Ind.....	1,020,000
Levee unit No. 10, west fork of White River, Ind.....	39,000
Levee unit No. 9, west fork of White River, Ind.....	4,100
Wabash, Wabash River, Ind.....	205,000
Levee units Nos. 3 and 4, Wabash River, Ind.....	1,478,200
Levee unit No. 2, Wabash River, Ind.....	1,270,900
Levee unit No. 1, Wabash River, Ind.....	812,200
Levee unit No. 3, east fork of White River, Ind.....	934,700
Shoals, east fork of White River, Ind.....	127,000
Eel River, Calif.....	144,000
Tualatin River, Oreg.....	270,200
Diking district No. 3, Clatsop County, Oreg.....	4,400
Marys River and Muddy Creek, Benton County, Oreg.....	70,000
Skagit River, Wash.....	3,150,100
Spokane, Spokane River, Wash.....	33,000
Total.....	48,875,500

NEW PROJECTS UNDERTAKEN DURING FISCAL YEAR 1941

Mr. SNYDER. In the present appropriation act we have a clause that reserves \$6,458,920 of the 1942 appropriation for undertaking new work. As I recall it, the estimates last year contained no funds for starting new projects. What new projects will be or have been undertaken during the present fiscal year?

Major REBER. There are six new projects. They are the Elmira, N. Y., local protection project; the Parkersburg, W. Va., local protection project; the Cincinnati, Ohio, local protection project; the



Canton Dam, in Oklahoma; the Hulah Dam in Oklahoma; and the Santa Fe Dam in California.

Mr. SNYDER. The 1942 estimate makes no provision for beginning new projects, does it?

Major REBER. No, sir; it does not.

FLOOD-CONTROL PROTECTION OF THE GUYANDOT SECTION OF HUNTINGTON, W. VA., PROJECT

Mr. SNYDER. Now, General, we have a supplemental estimate here for the fiscal year 1941 of \$1,129,000 for the construction of an integral portion of an authorized project for flood-control protection of the Guyandot section of Huntington, W. Va. It has been referred to this subcommittee with the idea, if approved, of making the appropriation therefor immediately available. What can you tell us about the need for proceeding with this project at this time? Before you start, I want to say this: I have invited my friend and colleague, Representative Johnson, of West Virginia, who, as you know, has long been a member of the Appropriations Committee, to sit with us during your presentation of this matter. Now, Mr. Johnson, if you have any questions you wish to ask about this project, the committee is glad to extend to you that courtesy.

Mr. JOHNSON of West Virginia. General, you have an engineering force set up in Huntington, W. Va., have you not?

General SCHLEY. Yes, sir.

Mr. JOHNSON of West Virginia. I would like to ask you if your set-up there has gone over this project involving \$1,129,000?

Major REBER. Yes, sir.

Mr. JOHNSON of West Virginia. What was their report on that?

Major REBER. Mr. Johnson, the action taken by the Department in this case was based entirely upon a letter dated February 12, 1941, which the Secretary of War received from Mr. Knudsen, of the Office of Production Management.

Mr. JOHNSON of West Virginia. Would it be proper to insert that letter in the record?

Mr. SNYDER. I see no objection to it.

OFFICE OF PRODUCTION MANAGEMENT,  
Washington, D. C., February 12, 1941.

The Honorable HENRY L. STIMSON,  
*Secretary of War,*  
Washington, D. C.

DEAR MR. SECRETARY: I have received your letter of February 5, advising me that the recommended appropriation to the War Department for the fiscal year 1942 for its authorized general flood control program will not provide sufficient funds to initiate the construction of the Guyandot Section of the flood control project at Huntington, W. Va.

The International Nickel Co. advised us that a serious flood in Huntington would close down its plant for possibly as long as 3 months. The production of this plant is important in connection with the national-defense program as it supplies a substantial amount of the refined nickel used in this country and also is the only plant producing Monel metal on this continent.

I therefore recommend that you take such steps as may be necessary to secure funds for the construction of that part of the Guyandot Section which I am now advised by your engineers can be built in time to protect the plant of the International Nickel Co. against possible floods in the spring of 1942.

Very truly yours,

WILLIAM S. KNUDSEN.



Major REBER. Based on that letter, which stated the recommendation of the Office of Production Management that funds be secured for the construction of that part of the Guyandot section of Huntington which will protect the plant of the International Nickel Co., the Secretary of War submitted a supplemental estimate for \$2,230,000 to the Bureau of the Budget. The Bureau of the Budget approved \$1,129,000 of that \$2,230,000, on March 13. That amount is for the construction of the works in the immediate vicinity of the International Nickel plant, including a temporary closure for the existing drainage opening in the embankment of the C. & O. Railroad. Our engineering force at Huntington has gone over both estimates and they say that they are both feasible for construction.

Mr. JOHNSON of West Virginia. What will it cost to build that temporary closure?

Major REBER. About \$1,000.

Mr. JOHNSON of West Virginia. Would it not be cheaper and better if the entire amount were appropriated to complete that entire flood-control project at Huntington, W. Va.?

Major REBER. From the standpoint of engineering operations, it would be simpler to do that, sir.

Mr. JOHNSON of West Virginia. And it would be cheaper, and from an overhead standpoint, too.

Major REBER. Yes, sir.

Mr. JOHNSON of West Virginia. This project has been authorized, has it not?

Major REBER. Yes, sir.

Mr. JOHNSON of West Virginia. And the only reason, so far as you know, that money has not been appropriated, has been because the President has asked that no appropriations be made for new flood-control projects except when it could be shown that they were in the interest of national defense?

Major REBER. Yes, sir; as far as I know, that is a correct answer.

General SCHLEY. That we will undertake no new projects; yes.

Mr. JOHNSON of West Virginia. Well this is not exactly a new project, is it?

Major REBER. I think that the Department would be compelled to call it a new project, because it is entirely physically separated from the remainder of the Huntington local protection project. It is on the opposite side of the Guyandot River from the work now under construction or completed.

Mr. JOHNSON of West Virginia. You have built two flood walls at Huntington?

Major REBER. Yes, sir; two sections west of the Guyandot River.

Mr. JOHNSON of West Virginia. General, What has been the effect of the two walls there, so far as protecting property at Huntington, W. Va., is concerned?

General ROBINS. It has had a very great effect. You remember the picture showing the area flooded before the construction of the walls, and another, after the construction, showing the same area entirely dry even though the Ohio River was in flood.

Mr. JOHNSON of West Virginia. Now, I understand one of your largest floods was in 1937. How much higher will this wall be, if built, than the top flood stage of 1937?



Major REBER. The wall itself will be 3 feet higher than the highest stage of the flood of 1937.

Mr. JOHNSON of West Virginia. And that was one of the highest floods in the Ohio Valley?

Major REBER. It is the greatest flood of record at Huntington, W. Va.

Mr. JOHNSON of West Virginia. And you would have 3 feet more, if you built this wall?

Major REBER. This wall would be 3 feet higher than the maximum stage of the flood of 1937. The work which can be accomplished under the Budget estimate will, however, only afford protection to the maximum level of the 1937 flood. The reason for that is that the top of the C. & O. Railroad embankment, to which this wall ties in in the partial project, is approximately at the highest level of the 1937 flood.

Mr. JOHNSON of West Virginia. The tie-in would not protect that plant altogether, if you had a flood higher than 1937?

Major REBER. No, sir; it would not, if we had a flood higher than 1937.

Mr. JOHNSON of West Virginia. If you built the higher flood wall, it would cost about \$2,300,000, which would give complete protection?

Major REBER. To the level of a flood 3 feet higher than that of 1937; yes.

Mr. JOHNSON of West Virginia. Now, what is the purpose of building this wall?

Major REBER. The purpose of building this particular flood wall is to provide economical flood protection for the Guyandot section of Huntington, W. Va.

Mr. JOHNSON of West Virginia. I am speaking particularly about the nickel plant.

Major REBER. The purpose of this particular wall is also to protect the plant of the International Nickel Co.

Mr. JOHNSON of West Virginia. What is the International Nickel Co.?

Major REBER. The International Nickel Co. is a concern which manufactures various types of nickel and monel metal.

Mr. JOHNSON of West Virginia. Is this metal necessary for the national defense?

Major REBER. We are so informed by the Office of Production Management.

Mr. JOHNSON of West Virginia. Do you know how much nickel plate, or nickel, they manufacture there at that plant?

Major REBER. I do not personally have the figures on that. I can get them and insert them in the record.

Mr. JOHNSON of West Virginia. Well, I will make a statement on it to the committee myself.

In order to protect this plant, then, it is necessary to build this wall, in your judgment?

Major REBER. Yes, sir.

Mr. JOHNSON of West Virginia. Now, is time of the essence as to this project?

Major REBER. Again, the Office of Production Management tells us that time is important, sir.

Mr. JOHNSON of West Virginia. So as to be provided against any flood that might occur in the future?



Major REBER. Yes, sir.

Mr. JOHNSON of West Virginia. Are you prepared and ready to go ahead?

Major REBER. Yes, sir; the plans are substantially completed at the present moment and, if the money is made available within a comparatively short time, by that, I mean within the next month and a half, the protection works for the nickel plant can be completed by December 31 of this year.

Mr. JOHNSON of West Virginia. I think that is all I desire to ask.

It is a little embarrassing to me to appear before this committee to urge any appropriation for my district. I would urge equally strong an appropriation for any other district or any other place, if the conditions demanded an appropriation such as I conceive this to be.

I have talked on two or three occasions with Mr. Knudsen and he is very anxious to protect this plant. My information is that 90 percent of all the nickel—and it is a necessary material in national defense work—is manufactured at Huntington in this plant; that about 5 percent comes from Canada, and 5 percent from here, there, and everywhere. If this plant were shut down for any length of time it would interfere with our national defense here and abroad.

I recently have discussed this matter with Mr. Wingate, who is vice president of the nickel plate company, and he tells me that in 1937 they had a flood there in Huntington and that that plant was shut down for about 90 days in order to get it back in shape. He also told me that if we had a flood which would put this factory out of commission, it would take even longer now, on account of the fact they have to use a lot of electrical engineers, and to get a lot of electrical equipment, and that that material and that personnel is not available now; they would have to depend on getting it here, there, and every place.

Now, they are very anxious to have this work done and so is Mr. Knudsen. They figure, if this appropriation is made available immediately, it can be done in time to prevent a tie-up from flood water. This plant is amply able to take care of itself. I talked with Mr. Wingate and he says they are scouring every country on earth, at their own expense, to lay in a supply of strategic material. They have already enlarged that plant at their own expense and they expect still further to enlarge it at their own expense. They have recently put 800 additional people to work there. And the thing to me that is most consoling is the fact that this plant and the management and the owners of it have been cooperating, as Mr. Knudsen tells me, 100 percent-plus and prices have not been increased, although it holds the whip hand, and Mr. Wingate informs me they do not intend to increase those prices beyond what it might cost them for the raw material which they might have to get and have to pay a higher price for; that they are loyal and want to cooperate with the Government.

And I am extremely anxious, just as anxious to have this plant protected as I was to vote for appropriations for the Tennessee Valley when it became necessary to have aluminum, and I am here to appeal to you gentlemen, not because I represent that district particularly, because I would be pleading just as hard for some other district if they had a similar situation, and I hope it may be the pleasure of this



committee not only to give us the \$1,129,000, but to give us enough to build that wall and to complete that job down there.

It has already been authorized and is just waiting an appropriation, which they would have gotten, I think, if it had not been the President thought we ought to defer those matters until later.

I would be very much pleased if you could see your way clear to do it. I know what the Budget is, but sometimes we go over the Budget estimate and sometimes we go under the Budget estimate, and if you can see your way clear to do this, I would be very grateful.

And I want to say for the city of Huntington that it is ready to go on with its rights-of-way. They are ready immediately to purchase rights-of-way for the flood wall, and it is going to cost them something like \$400,000. Am I right about that, General?

General SCHLEY. Somewhere in that neighborhood.

Mr. JOHNSON of West Virginia. It will cost them somewhere in the neighborhood of \$400,000 to purchase the rights-of-way, and they have everything signed up and are ready to do their part, and many of those rights-of-way have already been procured.

Mr. SNYDER. I can say this, I think, Mr. Johnson: First, I want to say we thank you for coming before the committee and I think I can speak for the committee, although I have not spoken to a single one of them, and say as far as we are concerned, on the \$1,129,000, that the committee will follow along with your suggestion.

Mr. JOHNSON of West Virginia. I am very grateful for that.

Mr. STARNES. I want to say it was my pleasure last June to visit the city of Huntington and to see the splendid work done by the Corps of Engineers in providing protection for that city and the people along the Ohio against the floods. I want to commend the Corps of Engineers for the fine work they have done and also to say I know, in no small measure, that that work was brought about through the hard work and conscientious efforts of the very distinguished gentlemen from West Virginia, Mr. Johnson, who represents those people so ably and well.

Mr. JOHNSON of West Virginia. Gentlemen, I do not want to urge you, but if you can see your way clear just to add that \$1,000,000 on there, it would simplify our situation. Our city has prepared itself for \$2,300,000 and has made its financial arrangements, and they would have to disarrange their plans in order to meet this \$1,129,000.

Mr. POWERS. I want to say, Mr. Johnson, I have never visited Huntington, W. Va., but I have seen pictures of the wall that has been built and I have seen pictures of before and after floods that have occurred there and I am impressed that the engineers have done a great job in the construction of that wall there, and I think everyone in the vicinity of the city of Huntington, W. Va., agrees with that statement.

Mr. JOHNSON of West Virginia. Yes; I would say 99 percent of the people of that section would be pleased beyond description if we could do this, and here is a factory that has got to go.

There is one further statement I desire to make, and I do not know whether you want to put it on the record or not, but Mr. Knudsen informs me personally that they are short now on this metal.

Mr. SNYDER. That is, this nickel you were speaking of?

Mr. JOHNSON of West Virginia. Yes; They are very short of it, and will be more so unless we can do something to encourage these



people. I understand that Jesse Jones is undertaking to help provide some of this raw material. It comes from all over the world. They did not know that the Reconstruction Finance Corporation was interested in this thing. These people were doing it themselves. They want to put in a supply, and they are gathering this stuff from all over the world. They have already enlarged their plant at their own expense within the past year, in order to meet the demands of the Government. They have almost doubled their plant. They worked 1,200 people there until this emergency arose, and they put on 800 or 900 additional employees so as to meet the requirements of the Government, and the reason I am appealing to you so strongly is that these people ought to have all of the encouragement that we can give them, and they want to lay in all of this strategic material at their own expense, just like Jesse Jones did in the tin-plate business. They are not asking for Government help, but they are doing it themselves.

They are not asking money to build a plant, but they are doing it themselves. It seems to me we ought to encourage these people to go ahead and lay in this material, and the only thing they want is protection. They cannot move that plant now. The question was asked by Mr. Lambertson, "why did they build that plant at Huntington, why didn't they build it on some high ground." Well, it was all right until this emergency came along, but you cannot move that plant now. It has to stay where it is.

Mr. POWERS. And there is a terrific investment there?

Mr. JOHNSON of West Virginia. Yes; there is a tremendous investment there. I want to impress on you the loyalty of these people.

Mr. TERRY. How much is the investment in the company?

Mr. JOHNSON of West Virginia. It runs into millions. They have spent \$900,000 enlarging their plant, and they expect to enlarge it further. I cannot urge it too strongly.

Mr. SNYDER. You are going to get the amount recommended by the Budget.

Mr. JOHNSON of West Virginia. Give them the full amount for the reason that these people at Huntington are ready to go on with the whole project, which will cost them \$450,000, but to give them half of it would be somewhat of a discouragement. There are other plants down there that ought to be completed and this flood wall would protect all of them. This wall ought to be built and our people are ready to build it. It would be an encouragement not only to the people of Huntington to do this thing, but the nickel-plate people. I think you are going to give me that \$1,129,000 but I wish to make a plea for the full amount.

Mr. POWERS. That is a great company; there is no question about that.

#### ARKANSAS VALLEY FLOOD-CONTROL PROJECTS

Mr. TERRY. General, referring to report 208 and other reports with reference to the Arkansas Valley flood-control projects, you have started a number of those projects?

Major REBER. Yes, sir.

Mr. TERRY. What projects are there in the flood-control program of the Arkansas Valley that have not been commenced; can you tell me that?



Major REBER. Yes, sir; I can give you a list. In the Arkansas Valley at the present moment, the Hulah, Optima, and the Oologah Dams have not been started. The Tenkiller Ferry Dam and the Wister Dam, the Mannford Dam, the Markham's Ferry and Fort Gibson Dams, the Elk City, Neodesha, Fall River, and Toronto projects also have not been started.

Mr. TERRY. These projects, in the opinion of the engineers, are necessary in order to give the adequate flood control that you intended when you started out on that program?

General SCHLEY. Yes, sir; it is part of the full program.

Mr. TERRY. One of those dams that you have in your program was the Pensacola Dam. As I understand it that dam has been diverted from the flood-control program and is used as a separate project, a power project, for the development of electric power. To the extent that it is used for the development of electric power, it reduces the flood-control potentialities from the original program, does it not?

General SCHLEY. Yes, it does, Judge Terry; but that is not a very big item. They did not divert all of the flood storage, but they have less reservoir capacity for flood control than we had proposed, and they use more of it for power.

Mr. TERRY. Lower down on that same river there are a couple of other dams, the Fort Gibson Dam and the Markhams Ferry Dam?

General SCHLEY. Since the Pensacola Dam was commenced, we submitted a report on all three of those projects, and in that report we considered them as parts of one whole system. If those recommendations of ours contained in that final report are followed, that set-up will make a very beautiful three-dam development.

Mr. TERRY. As a matter of fact, that triple reservoir development there has more influence than any other group of reservoirs on flood control in the Arkansas River, has it not?

General SCHLEY. It is a very fine multiple-purpose project.

Mr. TERRY. By the way, I want to ask you another question, General; last year, there was a pumping project at North Little Rock which was included in the bill. I notice that language is stricken from the bill this year. I presume that the money has already been set aside for that pumping project, and that it will be completed under the terms of last year's bill?

General SCHLEY. Yes, sir.

Mr. TERRY. Upon the White River they have great electric-power potentialities at the Norfolk Dam, and the question has been whether or not that should be raised to full height for hydroelectric power development and not kept at a lower level merely for flood control. I believe you are going ahead with the higher dam, are you not, so that electric power can be developed there?

General SCHLEY. It should be, Judge. I do not know whether we are going to have enough money to carry it to its full height or not. The dam was originally designed at a time before the present power policy was in effect, and, therefore, it was surveyed as a flood-control project, and so reported to Congress. Since that time we have studied it for power and found that it is a very excellent power project. We have designed it both ways, and we are in hopes that we will have authorization enough to carry it to its full height at this time, as that procedure will save money in the end.



Mr. TERRY. I was under the impression that it was the intention to carry it to its full height.

General SCHLEY. Yes, sir; it was the intention to carry it to its full height, sir.

Mr. TERRY. How much money is necessary over what you have now in the project to do it?

General SCHLEY. It is not a matter of appropriations so much, as it is the authorization for that basin. The appropriations will run over several years. So, the money that we now have in hand is ample to commence the high dam, but it is a question of not exceeding Congress' ceiling of authorization for that river basin.

Mr. TERRY. I was under the impression, General, that there was an authorization for the additional height.

General SCHLEY. No; not a special one. There was a general authorization which it may fit into without exceeding the sum authorized.

Mr. TERRY. What about Table Rock and Bull Shoals; are they not included too?

General SCHLEY. They are outside of existing authorization. They cost more than the ceiling which Congress has set, and we will have to have more authorization for them.

Mr. TERRY. Those reservoir sites there, as I understand it, are really an ideal set-up for power development in that locality?

General SCHLEY. Yes, sir. They are fine sites, and we are proceeding with their design because we know that they will be built some day.

Mr. TERRY. I certainly appreciate the interest that the Army engineers have shown in that development, and I would like to say for General Reybold, who formerly was division engineer there, and Colonel Scott, district engineer at Little Rock, that I think they have done a very wonderful and farsighted work in connection with that program there. I think they realize that if Arkansas is ever to have hydroelectric power development, that that will be the place where it will be developed. Thank you very much.

## FLOOD CONTROL, MISSISSIPPI RIVER AND TRIBUTARIES

Mr. SNYDER. Now, we will turn to the items for flood control on the Mississippi and its tributaries, if you please: For flood control Mississippi River and tributaries, the estimate is \$22,000,000 as opposed to \$30,000,000 the present year. What have you to report to us about this project?

Major REBER. Flood control in the alluvial valley of the Mississippi River is being prosecuted in accordance with the Flood Control Act of May 15, 1928, Public, No. 391, Seventieth Congress, as amended and supplemented by the acts of June 15, 1936, Public, No. 678, Seventy-fourth Congress, and June 28, 1938, Public, No. 761, Seventy-fifth Congress. The 1928 act authorized the sum of \$325,000,000 for this purpose; the 1937 act authorized \$272,000,000 in addition to the balance remaining under the 1928 authorization, for modification and extension of the project; and the 1938 act authorized \$40,000,000 to be appropriated in addition to sums previously authorized. Of the total \$637,000,000 now authorized, \$420,153,424 have been appropriated, leaving a balance of \$216,846,576 remaining to be appropriated under the above authorizations.



Main river levee work is rapidly approaching completion to the existing project grade and section, and during recent years improvement of the flood-carrying capacity of the main river has been undertaken at the maximum rate possible with available funds. Similarly tributary work in connection with the St. Francis, Yazoo, and White River projects together with levee and dredging work in the Atchafalaya Basin has been pushed vigorously.

The Budget estimate of \$22,000,000 for "Flood control, Mississippi River and tributaries" for fiscal year 1942 will provide for the continuation at a reduced rate of main Mississippi River work on levees, revetments, and dredging; of tributary work on the St. Francis, Yazoo, and White River projects; and of work in the Atchafalaya Basin, as well as regularly recurring work such as surveys, gages, and observations. There follows a tentative program showing a break-down for the expenditure of \$22,000,000 on the several items of work involved. Since the Budget estimate for 1942 is \$8,000,000, over 25 percent less than the appropriation of \$30,000,000 for the current fiscal year, the rate of accomplishment will be correspondingly reduced.

Mr. SNYDER. The amount you gave of \$216,846.576 as remaining to be appropriated excludes the \$22,000,000 for 1942, does it not?

Major REBER. Yes, sir; that amount excludes the \$22,000,000.

Mr. SNYDER. I take it that you have directed your efforts, thus far, to the most urgent phases of the program?

General SCHLEY. Yes, sir.

Mr. SNYDER. How do you feel about that portion that remains to be done; that is, its urgency, and the possible harm that might ensue from piecemeal accomplishment? Is there anything to be alarmed about?

General SCHLEY. This is an unusual project. One of the very large expenditures with which we cannot proceed at present is the Eudora floodway, because the local people apparently do not want that solution of the flood-control problem in their area. For that reason, \$103,000,000 of the existing authorization, being by law restricted to that particular feature, cannot be used at the present time. So, there remains only about \$113,000,000 with which we can go ahead, but we are proceeding with that at a satisfactory rate, although \$22,000,000 is, of course, a small amount for this purpose. We have had in the last 15 years an average of \$32,000,000, and this year the amount is cut to \$22,000,000.

Mr. TERRY. You say those people down there in the Eudora district do not want to proceed along this line? As I understand it, what they do want is to raise the height of that levee along there to the same height as the levee on the Mississippi side; is not that true, General?

General SCHLEY. Yes. I dare say that would be ideal from their point of view.

Mr. TERRY. What is wrong with that theory, and why should the levee on the Arkansas side be 3 feet lower than the levee on the Mississippi side?

General SCHLEY. Judge, I believe if we went into the solution of the problem of lower Mississippi River flood control, that would involve a very long discussion. I therefore suggest that this subject is going to be presented in the form of a very complete report which has only reached Washington recently from the Mississippi River



Commission in response to an inquiry from the Flood Control Committee. It is now on my desk, and I think that it will be forwarded to Congress within the next 2 or 3 weeks. I believe that you will find a very complete discussion of that whole matter in that report.

Mr. SNYDER. What are the principal phases that remain to be done?

General ROBINS. The main part that remains to be done is the Eudora floodway. There are also the Atchafalaya Basin floodways which are about half completed, and the Morganza floodway which is about half completed.

Mr. SNYDER. It is about 50 percent completed?

General ROBINS. Yes, sir; 50 percent completed; and then we have to spend every year out of this total authorization for the Mississippi River about \$6,000,000 for maintenance, so that, an appropriation of \$22,000,000 a year would only give us approximately \$16,000,000 for new work.

Mr. SNYDER. What is the nature of that maintenance, General?

General ROBINS. It consists of dredging and bank revetment.

Mr. SNYDER. What portion of that is dredging? Would you say approximately \$3,000,000 of it is for dredging?

Major REBER. No, sir; about \$5,000,000 total.

General ROBINS. From \$3,000,000 to \$5,000,000 in this estimate is for dredging. The maintenance dredging itself runs about \$2,500,000, and repairs, renewals, and extension of revetments runs about \$3,500,000. Levee set-backs every year run on the average \$300,000 or \$400,000.

Mr. SNYDER. In your estimation, will this maintenance dredging increase every year about \$2,500,000?

General ROBINS. No, sir; it will stay about the same. We hope that, as the years go by, it will grow less, as the river is steadily improved, and becomes more stabilized. The required dredging will then be less.

#### DISTRIBUTION OF ESTIMATE

Mr. SNYDER. Will you insert a table of proposed allotments at this point, please?

General ROBINS. Yes, sir.

(The table referred to is as follows:)

*"Flood control, Mississippi River and tributaries," 1942 program for Budget recommendation of \$22,000,000*

	Budget recommendation
Revetments.....	\$2, 500, 000
Dredging.....	5, 000, 000
Levees.....	3, 010, 000
White River backwater levee.....	400, 000
St. Francis River project.....	1, 300, 000
Yazoo River project.....	4, 730, 000
Morganza and Atchafalaya floodways.....	3, 900, 000
Atchafalaya River and Basin improvement.....	100, 000
Wax Lake outlet and Charenton Canal.....	100, 000
Levees, "Section 6".....	100, 000
Mapping.....	110, 000
Surveys, gages, and observations.....	750, 000
Total.....	22, 000, 000



## WORK SLOWED DOWN BY DECREASED APPROPRIATIONS

Mr. COLLINS. General, how are you going to improve flood-control areas with this reduction of approximately \$10,000,000?

General SCHLEY. It just means a slowing down, Mr. Collins. There is one thing that I should like to proceed with faster than we have been going, and that is to bring low levee points up to a better grade.

Mr. COLLINS. There can be rather disastrous consequences if that is done, can there not?

General SCHLEY. Yes, sir. It means that they are safe against a lower flood but if they are not brought up to their full height they will not protect against a higher flood. Also, as you know, the work which we have done in dredging cut-offs has been very effective. Of course, the cut-offs are an additional part of the work but they increase the capacity of the channel.

Mr. COLLINS. They lessen the distance, and those cut-offs are not only advantageous in that respect, but they also contribute to the relief of that territory from floods, likewise, is not that so, General?

General SCHLEY. I did not understand the first part of it, the first part of your question, Mr. Collins.

Mr. COLLINS. I say, they lessen the distance.

General SCHLEY. Yes, sir.

Mr. COLLINS. And they also contribute toward the elimination of floods?

General SCHLEY. I would say the benefits resulting from any decrease in distance would be primarily for traffic moving downstream. The control of the Mississippi River in its lower section is equally beneficial for navigation and for flood control. In other words, when you control it for one, you really control it for both. As an example of that, Mr. Collins, we noticed during this last low-water season that there were better depths in the lower Mississippi at low stages than ever before.

Mr. COLLINS. The water itself deepens the river?

General SCHLEY. Yes, sir; the water itself deepens the river, scours it out.

Mr. COLLINS. But, incidental to all that, you have actually reduced the traveling distance by about 150 miles?

General SCHLEY. Going down-stream that is an advantage, and going up-stream it is an advantage for the heavier-powered towboats. The cut-offs make the current a little strong for the lower-powered towboats; but since the traffic is being taken over by larger boats all the time, it is a distinct advantage.

## INCREASE IN TRAFFIC ON THE MISSISSIPPI RIVER

Mr. COLLINS. General, it is incidental to this discussion, but what is the percentage of increase in the use of the river, year after year?

General ROBINS. We have some figures on that for the upper Mississippi River, Mr. Collins.

Mr. COLLINS. Give it for all points of the river.

General ROBINS. On the upper Mississippi River it increased over 1,000,000 tons according to preliminary figures.

Mr. COLLINS. What percentage of increase is that?



General ROBINS. 53 percent.

Mr. COLLINS. 53 percent?

General ROBINS. Yes, sir. That is, the increase in 1940 over 1939.

Mr. COLLINS. Could you give us the figures for the lower Mississippi?

General ROBINS. I do not have them for the lower Mississippi, sir. I have them for the Illinois River, and that is part of the Mississippi River system.

General SCHLEY. We do not have the statistics for 1940. They go by calendar years, and up to 1939 it was 29,500,000 tons for the Mississippi River. The year before that was 28,851,000 tons, or an increase of about 700,000 tons from 1938 to 1939.

Mr. COLLINS. That is about a 3 percent increase, then?

General SCHLEY. It is an increase of about 2½ percent. We do not have the final figures for 1940, but I think there was an even greater increase.

Mr. COLLINS. Now, General, of course sometimes our constituents remind us of their wishes about different matters, and often they remind me about problems affecting the Mississippi River. They seem to think that all of the transportation facilities on the Mississippi River are governmentally owned. Is that true?

General SCHLEY. No, sir; that is not true. The Federal barge line does operate on the lower Mississippi River, but there are also some very big prosperous private lines operating there.

Mr. COLLINS. Can you give us the percentage of privately owned lines on the whole river as compared to the percentage of operation by the Federal Barge Lines?

General SCHLEY. You are speaking of the tributaries as well as the main river, Mr. Collins?

Mr. COLLINS. Yes.

General SCHLEY. I would be glad to give you a figure on that which would show by tonnage and by some other means.

Mr. COLLINS. I want you to include not only the Mississippi proper but its tributaries as well.

General SCHLEY. Yes, sir; I will be glad to show that, sir.

Mr. COLLINS. Because I have known that the percentage of Government operation, the tonnage carried by governmentally owned concerns is relatively small, if not infinitesimal; at least very small as compared to the total tonnage carried on the river and its tributaries.

General SCHLEY. Yes, sir; I shall be glad to furnish that.

Mr. TERRY. Can you show how much of this tonnage, what part of it is carried by private carriers and how much by Government-owned carriers?

Mr. COLLINS. That is what he is going to show.

Mr. TERRY. I mean the private carriers as distinguished from the public carriers.

Mr. COLLINS. Well, that is my question. Now, in order to bring out Mr. Terry's suggestion, you might divide the private operations into operations of barge lines, privately owned, and barge lines that are operated by private concerns like the Standard Oil Co., and steel corporations.

General SCHLEY. There are three classes of those carriers. The first are the concerns which have their own transportation facilities and operate them for their own purposes. Then there is the contract



carrier who contracts to do that for others, and then there is the common carrier who has to run a schedule and take anyone who offers tonnage.

(The statement referred to is as follows:)

*Tonnage for Mississippi River*

Section of river	Calendar year		
	1937	1938	1939
1. Minneapolis to mouth of Missouri River .....	<i>Tons</i> 2,262,169	<i>Tons</i> 2,598,988	<i>Tons</i> 2,411,151
2. Mouth of Missouri River to mouth of Ohio River .....	2,251,497	3,056,945	2,536,513
3. Mouth of Ohio River to, but not including, Baton Rouge, La. ....	6,574,573	6,915,034	7,009,130
4. Baton Rouge, La., to, but not including, New Orleans, La. ....	11,331,852	11,704,901	12,010,251
5. New Orleans, La., to Gulf of Mexico .....	21,199,404	21,494,623	21,560,340
Total .....	43,619,495	45,770,491	45,527,385
Total tonnage for Mississippi River and tributaries .....	74,352,948	64,876,970	76,068,399

Of the total tonnage carried on the Mississippi River and tributaries, approximately 3½ percent is Government materials. The remaining tonnage is divided among various classes of carriers approximately as follows: Common carriers, 5 percent; private carriers, 71 percent; contract carriers, 24 percent.

Approximately two-thirds of the 5 percent carried by common carriers was hauled by the Inland Waterways Corporation.

PROSPERITY OF CARRIERS

MR. COLLINS. Now, General, what about these five concerns that are operating these transportation facilities for hire, are they what may be termed prosperous? Are they making money?

General SCHLEY. So far as I know, it is a profitable business. I do not think it is one that makes a great deal of money, because people are not rushing into it.

MR. COLLINS. But year after year the number is increasing?

General SCHLEY. The number is increasing at what I would consider to be very healthy progress. Of course, many things stand in the way of the full development of them at the present time.

MR. COLLINS. In other words, the earnings that they make are sufficient to give them some revenue over and above the cost of operation?

General SCHLEY. Yes; and it is entirely competitive, so that anyone can render that service. There is no monopoly on it.

EMERGENCY FUND FOR FLOOD CONTROL ON TRIBUTARIES OF THE MISSISSIPPI RIVER

MR. SNYDER. For "emergency fund" for flood control on tributaries of the Mississippi River the Budget includes but \$100. What is the explanation of this?

Major REBER. The estimate of \$100 is included merely as a token appropriation to keep the books open for this fund. We have been exceedingly fortunate in the last few years in not having any major floods on the Mississippi River; consequently, our expenditures from this fund have been small and a considerable balance has been built up. The Department is therefore asking for an appropriation of only \$100 in accordance with its policy of keeping its expenditures down to a minimum during times of emergency such as exist at present.



Mr. SNYDER. You expect to have available during 1942 from prior year balances, a total of how much?

Major REBER. You are speaking of the emergency fund?

Mr. SNYDER. Yes.

Major REBER. We expect to have a total of slightly over \$2,000,000, sir.

Mr. SNYDER. Is it your judgment, unless an abnormal situation should arise, that that amount will suffice?

Major REBER. Yes, sir; the records of past expenditures prove that.

### SACRAMENTO FIVER FLOOD CONTROL

Mr. SNYDER. The Sacramento River project is still with us, I see. The Budget includes \$98,325. What is the justification for that?

Major REBER. The estimate of \$98,325, together with \$24,500 to be contributed by local interests, will be applied during the fiscal year 1942 to the continuation of work of enlargement of the river channel below Cache Slough, and to the completion of pumping plants Nos. 2 and 3 in Sutter Bypass to remove intercepted drainage.

The estimate of \$98,325 is the amount remaining to be appropriated under the authorization contained in the Flood Control Act approved March 1, 1917, and amendments thereto. At the present time the estimated cost for completing the work planned under the existing project is \$10,500,000 over and above the present Federal authorization for \$20,000,000.

Mr. SNYDER. I understand, from your statement, that the Budget estimate represents the remaining amount of the sum that has been authorized to be appropriated; is that right, General?

General SCHLEY. Yes, sir; that is correct.

Mr. SNYDER. Is there any legislation pending to authorize the appropriation of an additional amount?

General SCHLEY. There is a report on this whole Sacramento project, particularly an interim one dealing with the amount to be appropriated for necessary works within the existing project. I signed this report this morning and forwarded it to the Bureau of the Budget.

Mr. SNYDER. For how much?

General SCHLEY. It increases the amount of the existing authorization by \$10,500,000.

### BONNEVILLE AND FORT PECK POWER PLANTS

Mr. SNYDER. We have two power projects in the bill, one at Fort Peck and the other at Bonneville. Will you tell us, in turn, what the present status is, how it would be affected by the additional appropriations proposed in the budget, and what would remain to be done?

General ROBINS. What is proposed to be done with the \$7,170,000 included in this estimate for Bonneville is to continue the work on the substructure and the superstructure for the extension of the powerhouse, to accommodate units 7, 8, 9, and 10. The powerhouse is completed for units 1 to 6. The money will also be applied to purchasing turbines 7 to 10 and head-race and tail-race installations for units 7 to 10, electrical and mechanical equipment, and miscellaneous equipment.



(The statement referred to is as follows:)

The additional amount required after fiscal year 1942 is \$3,830,000. The Bonneville power administrator has stated that he will require the capacity of the 10-unit plant during the fiscal year 1944.

An appropriation of \$1,845,000 for Fort Peck for fiscal year 1942 will be used to complete the installation of power facilities to generate 50,000 kilowatts as presently requested by the Bureau of Reclamation, Department of the Interior.

Mr. SNYDER. Is it your judgment that these estimates look to a proper rate of progress in the provision of power at the two installations under consideration?

General ROBINS. The estimate for Bonneville will permit progress, for delivery of power, as far as physically possible, in accordance with the request of the Bonneville administrator who handles the power. The estimate for Fort Peck will complete the project.

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THURSDAY, MARCH 20, 1941.

## AGRICULTURE DEPARTMENT PHASE OF FLOOD CONTROL

STATEMENTS OF E. J. UTZ, OFFICER IN CHARGE OF FLOOD CONTROL, OFFICE OF LAND USE COORDINATION, DEPARTMENT OF AGRICULTURE; E. N. MUNNS, CHIEF, DIVISION OF FOREST INFLUENCES, FOREST SERVICE; AND H. P. MARTIN, ASSISTANT TO THE OFFICER IN CHARGE, FLOOD CONTROL

### PRELIMINARY EXAMINATIONS AND SURVEYS OF HEADWATERS

Mr. SNYDER. Mr. Utz, I believe you and Mr. Munns and Mr. Martin are here in behalf of the item in the flood-control estimate pertaining to your Department's phase of the work?

Mr. UTZ. Yes, sir. That is right.

Mr. SNYDER. The Budget includes \$998,342 for the Department of Agriculture for the continued performance of authorized work under the Flood Control Act of 1936, as amended. What total sum have you had thus far?

Mr. UTZ. The total sum for surveys and preliminary examinations from 1938 up to and including 1941, is \$8,500,000.

Mr. SNYDER. What ceiling does the law place on the appropriations that may be made available to your Department?

Mr. UTZ. It is our understanding that there is an authorization of \$10,000,000 for surveys and preliminary examinations by the Department of Agriculture.

Mr. SNYDER. Of funds presently available, you anticipate a carry-over into 1942 of \$600,000, I believe?

Mr. UTZ. That is right; yes, sir.

Mr. SNYDER. Do you wish to make a statement of what you have accomplished, of what remains to be accomplished, and as to how you plan to employ your 1942 money?

Mr. UTZ. Yes, sir.



## DISTRIBUTION OF ESTIMATE

Funds covering preliminary examinations and surveys, and the prosecution of works of improvement and measures for run-off and water-flow retardation and soil-erosion prevention on watersheds of streams for which works of improvement for the benefit of navigation and the control of destructive flood waters are authorized by law, are being supplied to the Department of Agriculture by transfer of funds provided under the War Department Civil Appropriation Act, as follows:

Allotment, 1941.....	\$2, 000, 000
Budget estimate, 1942.....	998, 342
Decrease.....	1, 001, 658

*Project statement*

Projects	1940	1941 (estimated)	1942 (estimated)	Increase or decrease
1. Obligated for preliminary examinations and surveys.....	\$2, 472, 129	\$3, 435, 820	\$1, 598, 342	-\$1, 837, 478
1939 funds available in 1940.....	-1, 507, 949			
1940 funds available in 1941.....	+2, 035, 820	-2, 035, 820		+2, 035, 820
1941 funds available in 1942.....		+600, 000	-600, 000	-1, 200, 000
Total, project 1.....	3, 000, 000	2, 000, 000	998, 342	-1, 001, 658
2. Obligated for works of improvement.....	10, 727	800, 775	3, 170, 225	+2, 369, 450
1939 funds available in 1940.....	-3, 981, 727			
1940 funds available in 1941.....	+3, 971, 000	-3, 971, 000		+3, 971, 000
1941 funds available in 1942.....		+3, 170, 225	-3, 170, 225	-6, 340, 450
Total, project 2.....	0	0	0	0
Total, projects 1 and 2.....	3, 000, 000	2, 000, 000	998, 342	-1, 001, 658

The 1941 and 1942 figures differ from those appearing in the printed 1942 Budget. The revisions are based upon more recent and accurate information developed on expected progress of program operations.

*Increases or decreases*

The decrease of \$1,001,658 in this item for 1942 consists of (1) a net decrease of \$1,001,658 for "Preliminary examinations and surveys," as follows:

(a) Transfer to the Federal Works Agency in 1942 estimates for rent in the District of Columbia.....	\$1, 658
(b) Elimination of item for transfer to the Weather Bureau for installation and operation of national network of precipitation stations.....	1 168, 750
(c) Reduction in funds for transfer to the Weather Bureau for services in making special studies of storm characteristics in individual watersheds in connection with specific surveys.....	10, 000
(d) Reduction in funds for transfer to the Geological Survey for services in making special studies of sediment and waterflow in individual watersheds.....	24, 380
(e) Reduction in funds for preliminary examinations and surveys in 1942.....	1 796, 870

<sup>1</sup> If any funds are transferred to the Weather Bureau in 1942 for operation of a national network of precipitation stations, the \$168,750 will be correspondingly decreased, and the \$796,870 will be correspondingly increased.

## GENERAL STATEMENT

The Flood Control Acts of 1936 and 1938, as amended, charge the Departments of Agriculture and War jointly with responsibility for developing and carrying out a national flood-control program. The Department of Agriculture is directly responsible for making prelimi-



nary examinations and detailed surveys of the watersheds of more than 500 streams specifically authorized by the Congress, with a total estimated area of 2,475,000 square miles, and for carrying out "measures for run-off and water-flow retardation and soil-erosion prevention on watersheds" in correlation with the War Department program.

#### PROJECT 1. PRELIMINARY EXAMINATIONS AND SURVEYS

**Objective:** To develop a watershed program of run-off and water-flow retardation and soil-erosion prevention designed to mitigate flood damages, to eliminate disruption of orderly process and loss of life and property, including the erosion of lands and impairment and obstruction of navigation, highways, railroads, and other channels of commerce.

#### PROBLEM

Flood damages on many streams and their tributaries are the direct result of siltation and debris movement caused by heavy run-off and erosion on the watershed. The remedial measures required to retard run-off vary with the specific topographic, climatic, soil, and cover conditions and land use in each given area. A detailed analysis of the existing problem on each watershed is therefore required to determine the needed measures and their effect upon these conditions. In accordance with the policy prescribed in the Flood Control Act of 1936, as amended, works of improvement must yield benefits, to whomsoever they may accrue, in excess of the cost. The determination of whether the benefits exceed the costs can be made only on the basis of a detailed survey.

Run-off and soil erosion upset orderly processes and cause loss of life and property and impair and obstruct navigation, highways, railroads, and other channels of commerce. Much of the damage is to the fertile valley lands and to Federal, State, and local properties. The public responsibility for protecting natural resources and public interests cannot be assumed entirely by the upstream landowners.

#### PLAN AND PROGRESS OF WORK

In fulfilling his responsibility for preliminary examinations and surveys under the flood-control acts, the Secretary of Agriculture utilizes the existing bureaus and facilities of the Department. The three bureaus through which this work is carried out are Soil Conservation Service, Forest Service, and Bureau of Agricultural Economics, with coordination responsibility centered in the Office of Land Use Coordination.

The approach to the problem is to make, first, preliminary examinations designed to indicate the seriousness of the flood problem in the respective watersheds, the extent and type of damages, the flood-source area or areas, and whether a flood-control program such as the Department is authorized to carry out is likely to aid materially in reducing flood damages. Based on these factors, national and regional survey priorities are established. Then, second, comprehensive surveys are made to determine the extent and location of damage, and to delineate the specific areas causing damages, the remedial measures required, their costs, and the benefits of such remedial measures, to whomsoever they may accrue, both upstream and downstream, including alleviation of direct and indirect physical



damages, more intensive use of flood plain lands, and social and economic well-being.

Two hundred and two preliminary examinations, embracing an area of approximately 1,000,000 square miles, have been initiated by the Department of Agriculture. As of January 1, 1941, 114 had been completed. Approximately 50 additional ones will be completed by June 30, 1941. As of January 1, 1941, detailed surveys had been initiated on 42 watersheds, embracing a total area of approximately 265,000 square miles. Reports had been submitted by field survey parties on 16 of these. Eight reports have been reviewed in Washington. All revisions have been completed on three, and the Secretary has approved the watershed improvement programs recommended therein—the watersheds of the Los Angeles River (Calif.), the Trinity River (Tex.), and Coderus Creek (Pa.).

The Department of Agriculture plans, during the 1942 fiscal year, to complete about 35 preliminary examinations, and to initiate detailed surveys on approximately 10 watersheds. These preliminary examinations and surveys will be completed with the funds requested, and this amount is well within the present appropriation authorization. These surveys have far greater value than just merely their recommendations under the flood-control program. They will furnish a reservoir of work on worth-while projects which can be taken up in the post defense emergency. They have particular significance because they provide a program for rural sections where in the past it has been difficult to provide desirable and economically feasible work.

#### PROJECT 2. WORKS OF IMPROVEMENT

Objective: To carry out a program of works designed to accomplish run-off and water-flow retardation and soil-erosion prevention in aid of flood control on watersheds of authorized projects.

#### PROBLEM

Floodwaters are a menace to public and private properties and interests, and the solution of the problem must be approached jointly by consideration of upstream and downstream measures of control. The soil, cover, and land use in a given watershed have a major effect on the extent of surface run-off and the amount of water-borne sediment. Damage resulting from uncontrolled run-off and erosion occurs both in upstream and downstream areas. Treatment and remedial measures are designed to fit the specific conditions of each individual watershed.

Floodwaters upset orderly processes and cause loss of life and property, including soil erosion, and impair and obstruct navigation, highways, railroads, and other channels of commerce. Much of the damage is to Federal, State, and local properties, and the public responsibility for protecting natural resources, navigation, highways, railroads, and other channels of commerce cannot be assumed entirely by the watershed landowners. Only a minor part of the flood-control benefits accrue to the owners of the land on which the remedial measures must be carried out.

#### PLAN AND PROGRESS OF WORK

In fulfilling his responsibility under the flood-control acts, the Secretary of Agriculture utilizes the existing bureaus and facilities



of the Department, with coordination responsibility centered in the Office of Land Use Coordination. The two bureaus through which a major part of the improvement work is carried out are the Soil Conservation Service and the Forest Service. The programs of several of the other agencies of the Department, though not directed toward flood control, contribute to the carrying out of remedial measures for the respective watersheds.

Actual program operations have been started on one watershed. Work is expected to get under way on two others during the current fiscal year and on two additional ones early in the fiscal year 1942. The watersheds on which operations plans have been completed illustrate the scope of the headwaters and erosion-control program. The first plan of work to be completed was for the Los Angeles River watersheds in California, where floods and erosion debris have caused tremendous damage in recent years; heavy rainstorms in the mountain uplands have discharged torrential flows of flood waters, boulders, and debris on farm lands, highways, industrial, and residential areas lying in the flood plain.

The remedial program, developed from the detailed survey of this area, is designed to reduce the damage on the flood plain and to flood-control works of the Corps of Engineers. This will be done through the installation of fire-control facilities in the uplands to prevent loss of protective forest cover; establishment or restoration of vegetative cover on bare or burned-over areas; mountain stream channel improvements, including barriers, revetments, and deflectors; the protection and revegetation of highway cuts and fills; the construction of minor debris basins; and farm-land improvements, including installation of soil and water-saving practices such as contour cultivation, terraces, cover crops, and tree planting.

A large part of the work will be on public lands, as 60 percent of the area to be treated is federally owned. It is estimated that the Department program for this watershed will produce benefits of about \$42,000,000, divided almost equally between reduction in flood and sedimentation damages, and increased income from soil and water conservation. The estimated cost of the program will be about \$11,385,000, including \$1,885,000 borne by State and local governments, and \$1,120,000 by farmers. The program on two segments of the watershed, involving a Federal expenditure of \$1,410,000 for completion, is being carried out with funds made available in the Civil Functions Appropriation Act of 1938.

The second program ready for action is that for the 11,000,000-acre watershed of the Trinity River in Texas. The detailed report on this area revealed a serious problem of damages from flood, erosion, and sedimentation in large part arising from improper use of farm and range lands. The improvement program for the watershed is designed to reduce run-off, erosion, and flood hazards by shifts in land use and installation of remedial measures, such as strip cropping, contour furrows, terraces, revegetation, introduction of soil-saving crop rotations, proper range and forest managements, and so forth. The work will be carried on through farmer-organized soil-conservation districts, which are now organized on over 90 percent of the watershed.

Average annual costs for complete installation of the watershed improvement program within a 15-year period are estimated to be \$5,478,000, including all Federal, State, and private expenditures.



Average annual benefits, embracing reduced flood, erosion, and sedimentation damages and increased crop yields are estimated at \$15,800,000—a ratio of \$2.88 in benefits for each \$1 of costs. Average annual Federal costs will be approximately \$966,000, as compared with flood-control benefits of \$1,438,000, giving a ratio of \$1.48 of such benefits to each \$1 of Federal costs.

In the case of the watershed of Codorus Creek in Pennsylvania, the third watershed on which a detailed survey has been completed, it was revealed that serious floods which have caused an average of \$108,000 of damages annually in and around the city of York, would be averted in large part by a detention dam and channel improvements being installed by the War Department. No substantial flood damages remain to be corrected in this watershed, and the Secretary of Agriculture recommends that no flood-control funds be expended on this project.

#### EXTENT OF OPERATIONS PROGRAM

Mr. POWERS. When you appeared before the Budget, did you advise the Budget that you had \$600,000 of 1941 funds that could be used in 1942?

Mr. UTZ. We did; yes, sir.

Mr. POWERS. They do know that?

Mr. UTZ. Yes, sir.

Mr. POWERS. Thank you.

Mr. SNYDER. I am just wondering if you are not getting into fields beyond the real intent of the law. In other words, are you not getting beyond the major essentials and into fields which should be regular functions of some of your existing agencies and financed out of the regular appropriations for such agencies?

Mr. UTZ. You are asking about the operations program which we carry out here?

Mr. SNYDER. Yes, sir.

Mr. UTZ. Of course, in the operations program we are now carrying out or that we propose to carry out with flood control funds, flood control is a major objective, that is, there are substantial flood-control benefits, and many of those benefits accrue downstream. In contrast, the benefits derived from the programs of the Soil Conservation Service and the Forest Service accrue largely to the people upstream on whose lands these latter programs are installed.

Mr. SNYDER. Then, you do not feel that you are not getting into fields beyond the real intent of the law?

Mr. UTZ. That is our understanding.

Mr. SNYDER. Who draws this line of demarcation?

Mr. UTZ. The Secretary of Agriculture in accordance with the provisions of the flood-control legislation. In making surveys and preliminary examinations under the flood control acts we are limited in what we recommend by the requirements of the flood-control legislation. This is the only basis on which we can present a flood-control program.

Mr. POWERS. What funds have you got which have been approved by this committee that are primarily for preliminary examinations and surveys?

Mr. UTZ. Most of the money we have received so far has been for that purpose. Only \$4,000,000 have been appropriated for operations.



Mr. POWERS. Are you devoting most of your time, energies, and money to that particular thing? I see on page 5 of your statement that you are going into forest fire control and a number of other things that rightly come under a different branch of the Department. I do not think it was the intent of Congress, when you started this, to get into fire-control facilities and protective forest covering, and the establishment or restoration of vegetative cover on bare or burned-over areas. Are you not getting a little beyond the original intent of this thing?

Mr. UTZ. The flood-control legislation provides that we are to carry out works and measures to reduce run-off and to prevent soil erosion.

Mr. POWERS. Is there not any other department in the Government that does that?

Mr. UTZ. Yes.

Mr. POWERS. Which department is that?

Mr. UTZ. The only other department of the Government involved is the Department of the Interior through their administration of certain public and Indian lands.

Mr. POWERS. But other branches, or departments of the Government, do it?

Mr. UTZ. None, other than various bureaus of the Departments of Agriculture and Interior.

Mr. POWERS. If you are beginning to infringe on or duplicate the work that is done by other branches of the Government, could they not do it?

Mr. UTZ. We feel that this work in the interest of flood control is not a duplication of their regular work, but rather that it supplements the regular conservation work done by other branches of the Department of Agriculture and the Department of the Interior. For example, the work carried out by certain other bureaus in the Department of Agriculture has soil conservation and soil-erosion prevention as a primary objective, while the primary objective of this program is to reduce the run-off and soil erosion in aid of flood control.

Mr. POWERS. I do not know, but it seems to me that the Department of Agriculture is carrying on this work, and the Department of the Interior is doing some of it. I should think that these appropriations should go directly into the bills for those departments, and we should have this work carried on by the various branches that are now doing it.

Mr. UTZ. Of course, none of the regular conservation work is carried out on a project basis, that is, where you examine or survey an entire watershed to develop a program in the interest of flood control.

Mr. POWERS. But if you have the money you can carry it out. You can carry it out whether it is on a project basis or any other basis. I do not see why this money should come into our bill every year. I think you ought to go before the Agricultural Appropriations Committee or the Interior Department Appropriations Committee and justify it, if you can justify it.

Mr. MUNNS. There are two items involved in this present discussion. One of them is the surveys and examinations for which we are asking an appropriation this year. We are not asking for an appropriation this year for an operations program such as might be implied by the discussion. The money we are now using to carry out an operations program is the result of an appropriation of \$4,000,000 which was made several years ago to the Secretary of Agriculture. This sum has



been available to us and it is being used only where the interests of the flood-control program demand it.

Mr. POWERS. Which appropriation came from this committee?

Mr. MUNNS. This operation appropriation was carried originally in the Civil Functions Appropriation Act.

Mr. POWERS. I recall that.

Mr. MUNNS. We are not at this time asking for any operation money under this appropriation, because there is still some of it available to the Department. We are asking for money with which to conduct examinations and surveys.

#### AMOUNT REQUESTED OF DEPARTMENT AND OF BUDGET BUREAU FOR EXAMINATIONS AND SURVEYS

Mr. POWERS. You are getting \$998,342 this year. How much did you ask the Budget for?

Mr. UTZ. We asked for \$1,500,000 for examinations and surveys.

Mr. POWERS. And you are getting \$998,342?

Mr. UTZ. Yes, sir.

Mr. POWERS. How much did you ask your own Department for originally?

Mr. UTZ. We asked for \$1,500,000 for examinations and surveys.

Mr. POWERS. How much did they give you?

Mr. UTZ. Our own Department approved that amount.

Mr. POWERS. And the Budget cut you from \$1,500,000 to \$998,000?

Mr. UTZ. That is right.

Mr. POWERS. You were asking for \$1,500,000 knowing that you had \$600,000 carry-over from last year, which would make \$2,100,000?

Mr. UTZ. That is right.

Mr. POWERS. Did the Budget give any reason for cutting you from \$1,500,000 to \$998,000?

Mr. UTZ. Possibly their reason for cutting us to \$998,000 was that they felt that along with other appropriations, this appropriation should be reduced. The \$600,000 which we carry over is all obligated. When we start work on a survey, we must have enough funds to complete that job, hence the \$600,000 will be used in completing surveys that have already been started.

#### NUMBER OF PERSONNEL EMPLOYED AND NUMBER OF SURVEY UNITS

Mr. SNYDER. How much of a force do you have down here in Washington?

Mr. UTZ. We have 28 positions in the office of the Secretary for over-all supervision, coordination and review of the program. In service units and in the operating bureaus, namely, the Soil Conservation Service, Bureau of Agricultural Economics and Forest Service, there are 937 positions in 1941, of which 114 are in Washington. The total personnel in Washington, and in the field, will be greatly reduced in 1942.

Mr. SNYDER. How many units do you have out in the different States?

Mr. UTZ. We have 42 survey units.

Mr. SNYDER. Forty-two survey units?

Mr. UTZ. Yes, sir. We have 42 surveys completed or under way at the present time.

Mr. SNYDER. Are they all in operation now?



Mr. UTZ. Not all. Several survey parties have entirely completed their work.

Mr. SNYDER. There will be no more than 42 next year?

Mr. UTZ. There will be considerably less than that. We do not contemplate having more than 20 surveys in various stages of operation during the coming fiscal year.

Mr. POWERS. How many men are there to a survey unit?

Mr. UTZ. They run around 20 to 30 men.

Mr. POWERS. There are 20 to 30 men in a unit?

Mr. UTZ. Yes, sir.

Mr. POWERS. You have a total force now, you stated of 965?

Mr. UTZ. Yes, sir; 965 in 1941. This will be reduced drastically to 481 in 1942.

Mr. POWERS. Are all of these people civil-service employees?

Mr. UTZ. Yes, sir.

Mr. POWERS. Is there anyone connected with this who is being paid from this appropriation who is not under the civil service?

Mr. UTZ. So far as I know, none. It is required that they be under the civil service.

Mr. SNYDER. You were talking about the units you have out in the field comprising 20 or 30 men. What type of qualifications would these men have? Say there was a unit out here of 20 men, what type of qualifications would these 20 men have?

Mr. UTZ. Some of them would be foresters, others would be soils men, engineers, economists, and so forth.

Mr. SNYDER. Are they all college graduates?

Mr. UTZ. No, sir; they are not all necessarily college graduates.

Mr. SNYDER. They are not college graduates?

Mr. UTZ. No. Some of them are subprofessional men. They do certain types of work, such as making infiltration studies, drafting, or doing other types of engineering work. Some clerical people are also employed.

Mr. SNYDER. I thought you had some from the Forest Service.

Mr. UTZ. This program is carried out through three bureaus of the Department.

Mr. SNYDER. That is what I wanted to get in the record. The Department of Agriculture has somebody in there looking after that phase of it?

Mr. UTZ. The Bureau of Agricultural Economics, the Soil Conservation Service, and the Forest Service carry out various phases of this program under delegation from the Secretary of Agriculture.

#### BUFFALO CREEK WATERSHED

Mr. SNYDER. At this point, I wish you would take a unit that has been completed, and put down the following, and insert it in the record: The name of the unit, such-and-such a watershed; second, the amount of time that this unit was working on this watershed; the number of men that are employed in that unit on the survey of that watershed; the salaries of each of these men in that unit; and follow that with the report that this unit made to the head office in Washington of its findings, together with the recommendations of what they recommended should be done as a result of this survey, and then if anything has been done, any action to help out, and give the results of the survey. In other words, many of these surveys are just made



and sent in here, then they are dead forever like snow falling on the river. If they have resulted in other agencies going in and taking up the results of your survey and helping soil conservation or soil enrichment, or reforestation, or whatnot, put that in.

Mr. UTZ. I will be glad to do that.

(The statement referred to is as follows:)

#### BUFFALO CREEK, N. Y., WATERSHED SURVEY

The Buffalo Creek watershed survey, one of the smaller watersheds surveyed, was organized to prepare a remedial program of water-flow retardation and soil-erosion prevention, in aid of flood control. The personnel employed, together with their salaries and period of service, is as follows:

Pay-roll title	Men- months <sup>1</sup>	Annual salary	Cost for period
Associate agricultural economist, P-3.....	6.25	\$3,200	\$1,666.63
Associate agronomist, P-3.....	10	3,200	2,684.04
Associate agricultural engineer, P-3.....	2	3,200	586.65
Assistant agricultural engineer, P-2.....	8	2,600	1,733.28
Assistant land appraiser, P-2.....	.67	2,600	144.44
Assistant agricultural economist, P-2.....	2.93	2,600	634.70
Assistant hydraulic engineer, P-2.....	2	2,600	440.00
Assistant agricultural economist, P-2.....	4.5	2,900	1,089.84
Assistant hydraulic engineer, P-2.....	2.7	2,600	575.00
Assistant forester, P-2.....	9.5	2,600	2,070.00
Do.....	1.5	2,600	324.99
Soil surveyor, P-1.....	6	2,100	1,050.00
Junior forester, P-1.....	7.5	2,000	1,260.00
Junior agricultural economist, P-1.....	3.92	2,000	652.75
Engineering draftsman, SP-5.....	7.5	1,800	1,125.00
Assistant clerk, CAF-3.....	7.5	1,620	989.99
Junior clerk-stenographer, CAF-2.....	.625	1,500	78.12
Temporary personnel.....			297.00
Subtotal.....			17,402.43
Travel and per diem.....			5,169.68
Equipment.....			0
Other expenses.....			2,278.25
Subtotal.....			7,447.93
Grand total.....			24,850.36

<sup>1</sup> The time shown for the personnel here listed includes only that spent by the individuals concerned who were detailed from other flood-control surveys and activities of the Department. Only the actual amount of time thus spent was charged to this survey.

The detailed report made by this party on the Buffalo Creek watershed presents a careful analysis of information obtained in the course of the survey. It describes the damages sustained in this area as a result of excessive run-off, floods and erosion, including sedimentation of Buffalo Harbor, damage to highways and communities, and loss and lowered productivity of agricultural lands. Recommendations are given for a program of corrective measures to be applied to farm land and streambanks to prevent erosion and retard run-off. It includes also acquisition by a public agency of submarginal lands to be reforested, in order to reduce their contribution of floodwaters and silt to stream and harbor. The report evaluates in detail the probable effects, costs, and benefits of the remedial program planned for this watershed.

The Corps of Engineers were consulted at various times during the progress of the survey and preparation of the report, and their recommendations on several phases of the program have been incorporated. In this case, as in others, the Department of Agriculture, before undertaking the program, will correlate what it proposes to do with the program of the Corps of Engineers. The Department also will correlate its program with that of any local agencies doing similar or related work in this watershed.

Following the correlation of this program with the other agencies, it will be submitted to the President and to Congress.

The summary of the report and its recommendations are as follows:



## SUMMARY

This report deals with the drainage area of Buffalo Creek in New York State, an agricultural and industrial area that has experienced extensive damages from flood, erosion, and sediment.

Buffalo Creek and its principal tributaries, Cayuga and Cazenovia Creeks, drain an area of 437 square miles at the northeastern end of Lake Erie. The stream rises in a predominately agricultural area but enters Lake Erie within the city limits of Buffalo where heavy industrial development has taken place along the flood plain. The course of the river for the last 6 miles constitutes an important part of Buffalo Harbor. This section is known as Buffalo River.

## WATERSHED DAMAGES

Frequent damaging floods occur along Buffalo Creek and its tributaries largely because of the deteriorated condition of upland soils and the small capacities of stream channels. The watershed lands have been farmed for more than a century; more than half of the basin area is moderately eroded and nearly one-fifth suffers from severe to very severe erosion which has been accompanied by a decrease in the productivity of farm lands and a declining farm income. Records show that since 1902 floods have occurred every 2 to 3 years inflicting damage on industrial and residential property, highways, and farm lands. Silt, fed into the stream by erosion from watershed uplands and by excessive stream-bank cutting, has been deposited in the important commercial harbor of Buffalo making it necessary to maintain expensive annual dredging operations. It is estimated that direct and indirect damages from flood and sediment amount to \$234,800 annually.

## SURVEY OF THE WATERSHED

The Department of Agriculture undertook a detailed survey of the flood- and silt-source areas of Buffalo Creek watershed on August 8, 1938, under the authority of the Flood Control Act of 1936, as amended and supplemented, to determine the feasibility of a program of waterflow retardation and erosion prevention in aid of flood control. The detailed survey appraised the nature and extent of damage from flood, erosion, and sediment. On the basis of the information obtained a watershed improvement program was planned, including: (1) Treatment of farm lands to reduce run-off and erosion, (2) treatment of submarginal lands recommended for public purchase, and (3) stabilization of stream banks to prevent stream-bank erosion.

## RECOMMENDED PROGRAM

A program of waterflow retardation and soil-erosion prevention, pursuant to the Flood Control Act of 1936, as amended, is recommended for the watershed of Buffalo Creek and its tributaries, Cayuga and Cazenovia Creeks, as follows:

1. It is recommended that the sum of \$1,756,000 be authorized and appropriated under the Flood Control Act for a program of operations on this watershed over an 18-year period, and that expenditure of these funds be contingent on assumption of certain obligations by State or local governmental organizations, as follows:

## COST OF PROGRAM

The amounts of Federal flood-control funds required for the watershed improvement program are estimated as follows:

(1) Farm-land treatment. (To be undertaken by farmers under cooperative agreement with soil-conservation districts or other local agencies, the Department of Agriculture supplying technical services and supervision and a portion of the materials, equipment, and labor necessary for application of remedial measures)-----	\$650, 000
(2) Treatment of land recommended for public purchase (re-estab- -tion)-----	89, 000
(3) Stream-bank stabilization on Buffalo and Cazenovia Creeks-----	1, 017, 000
Total-----	1, 756, 000

In addition to these Federal expenditures, State and local governments must contribute approximately \$583,000, and farmers and other individuals must provide an estimated \$355,000 in the form of labor and materials, to install the program.

Farmers and other individuals would contribute the equivalent of \$184,000 in maintenance and increased farm-operating costs during the 18-year installation



period of the program. State and local governments will contribute \$167,000 for maintenance and replacement during this period.

(a) That \$650,000 be expended by the Department of Agriculture for farm-land treatment in cooperation with farm owners and operators, provided a soil conservation district or other local governmental agency assumes responsibility for completing contractual agreements with farmers under which the latter agree to undertake and maintain measures and practices for water-flow retardation and soil-erosion prevention.

(b) That \$89,000 be expended by the Department of Agriculture for the reforestation and remedial treatment of certain areas of submarginal land, provided the city of Buffalo, the county of Erie, the county of Wyoming, or other local or State agencies (1) purchase such land, (2) contribute \$40,000 toward treatment of such land on Cazenovia and Buffalo Creeks, and (3) assume obligation to maintain such treatment. No remedial treatment will be undertaken on this land until it has been brought into public ownership.

(c) That \$1,017,000 be expended by the Department of Agriculture for stream-bank stabilization work on Buffalo and Cazenovia Creeks, to reduce siltation in Buffalo Harbor, provided local governmental agencies agree to contribute \$543,000 toward the installation of remedial measures, to secure all necessary rights-of-way, and to maintain such measures after installation.

2. It is recommended that provision be made to reduce certain expenditures within the \$1,756,000 of flood-control funds if future appropriations are used on the watershed under the Soil Conservation Act of 1935, for conservation work through the support of soil-conservation districts or otherwise; and under the Soil Conservation and Domestic Allotment Act of 1936, for encouragement of soil-building practices, as follows:

(a) Amounts expended from future allotments under the Soil Conservation Act of 1935 used in the Buffalo Creek watershed will be deducted from flood-control expenditures to the extent to which they replace Federal expenditures from flood-control funds for remedial measures included in the proposed program of waterflow retardation and soil-erosion prevention.

(b) Amounts expended in the Buffalo Creek watershed under the Soil Conservation and Domestic Allotment Act for soil-building practices will be deducted from flood-control expenditures to the extent to which they replace Federal expenditures from flood-control funds for remedial measures included in the proposed waterflow retardation and soil-erosion prevention program.

3. It is recommended that installation of the stream-bank stabilization work be undertaken only after flood-control funds have been allocated for installation of the farm-land treatment program, and work has begun on that program.

The total cost of the program during the 18-year period would be approximately \$3,044,000.

Maintenance and replacement after the 18-year installation period would require an average annual expenditure of approximately \$32,000. Farmers would provide \$22,000, and State and local agencies, \$10,000.

#### ECONOMIC JUSTIFICATION

It is estimated that the program will yield the following benefits. All benefits are reduced to their present value.

Reduction in flood damage.....	\$212, 000
Reduction in sedimentation.....	1, 766, 000
Reduction in the cost of road maintenance.....	515, 000
Total flood-control benefits.....	2, 493, 000
Increase in income on land treated: Conservation benefits.....	3, 041, 000
Total benefits.....	5, 534, 000

The present value of the total cost of the program is \$3,010,000, as compared with the present value of total benefits of \$5,534,000, giving \$1.84 of benefits for each \$1 of cost. The present value of public costs would be approximately \$2,223,000 compared with "off-site," or flood-control benefits of \$2,493,000, giving \$1.12 of benefits for each \$1 of public costs.

The farm-land treatment program would return \$2.79 in benefits for each \$1 of cost, or \$2.90 of benefits per cost dollar if accompanied by the stream-bank stabilization program. The treatment of submarginal land recommended for public purchase would return \$1.47 in benefits per cost dollar, and the stream-bank stabilization program on Buffalo and Cazenovia Creeks, \$1.03.



WEDNESDAY, MARCH 19, 1941.

## UNITED STATES SOLDIERS' HOME

STATEMENTS OF MAJ. GEN. FREDERICK W. COLEMAN, GOVERNOR;  
COL. CLAIRE R. BENNETT, SECRETARY-TREASURER; AND MISS  
MARY R. POWDERLY, CHIEF CLERK

## MAINTENANCE AND OPERATION

Mr. SNYDER. We will turn now to the item which our old-young friend, General Coleman, is here to tell us about. General, we are glad to see you.

Your estimate for 1942 is \$806,067. You were allowed this year \$796,013. Suppose we begin by inserting the summary-of-projects sheet.

General COLEMAN. Yes, sir.

*Distribution of estimate*

Project number and purpose	Obligations, 1939	Obligations, 1940	Estimated obligations, 1941	Estimate, 1942	Deviation (6) from (5)
1. Tuberculosis hospital.....	\$5,351	\$7,100	\$7,100	\$7,100	-----
2. St. Elizabeths Hospital.....	8,530	20,367	20,367	20,367	-----
3. Outdoor relief.....	2,164	2,400	2,400	2,400	-----
4. Administration.....	29,949	28,182	28,247	31,028	+\$2,781
5. Amusements.....	3,806	2,930	2,930	2,930	-----
6. Band.....	19,136	19,117	19,117	19,117	-----
7. Clothing.....	28,998	43,680	46,180	46,300	+120
8. Dairy farm.....	39,607	42,867	43,167	43,350	+183
11. Funeral expenses.....	2,241	3,448	3,448	3,616	+168
12. Guards and police protection.....	5,894	5,930	5,930	5,930	-----
13. Heat, light, and power.....	104,577	120,705	120,705	120,176	-529
14. Hospital.....	94,976	98,825	98,675	103,394	+4,719
15. Household.....	30,610	23,440	23,440	23,440	-----
16. Laundry.....	25,493	25,924	26,224	26,776	+552
17. Library.....	3,636	3,718	3,718	3,718	-----
18. Nonpensioners.....	5,144	5,040	5,160	5,160	-----
19. Religious services.....	5,222	5,328	5,328	5,328	-----
20. Repairs.....	73,442	57,359	50,859	51,579	+720
21. Mess.....	225,073	210,667	209,545	210,085	+540
22. Transportation.....	15,830	15,420	15,420	15,420	-----
23. Storehouse.....	2,750	2,780	2,780	3,200	+420
24. Grounds.....	39,412	36,260	36,260	36,460	+200
25. Chicken farm.....	18,313	19,013	19,013	19,193	+180
Total.....	790,154	1 800,500	2 796,013	806,067	10,054

<sup>1</sup> Analysis: Annual act, 1940, \$800,500.

<sup>2</sup> Analysis: Annual act, 1941, \$796,013.

## POPULATION OF HOME

Mr. SNYDER. General, how has your population been running out there? Suppose you give us the peak and average for 1938, 1939, and 1940, and what it is now.

General COLEMAN. The average population for 1938 was 1,307.76. The average population for 1939 was 1,323.33; the average population for 1940 was 1,320.4. The actual strength this date is 1,403.



## ANNUAL INSPECTION REPORT OF INSPECTOR GENERAL

Mr. SNYDER. I have gone over the report of annual inspection by the Inspector General and I think it would be well to have it appear in our record, commencing with the second paragraph under section 3. Will you insert that?

General COLEMAN. Yes, sir.

(The matter above referred to is as follows:)

The offices of the home appear to have been well administered during the past year.

It is apparent that the same high degree of satisfaction and well-being mentioned in the reports of inspection for previous years still maintains among the members of the home. The personal appearance of the members continues to be of the same high order as has been noted in previous reports of inspection.

The average cost per resident per day for the fiscal year 1940 was \$1.396 as compared to \$1.464 for the fiscal year 1939. This decrease was due largely to a decrease in the net operation of the home as compared with the previous year and an increase in the daily average of members present and absent.

No new construction was undertaken during the year.

During the past year effort has been made to remove, where possible, any semblances within the barracks to a disciplinary institution. The members are permitted to arrange their rooms in accordance with their own desires, within the limits imposed by proper sanitation. The barracks are considered as a home and the affirmative response to this attitude is noteworthy.

## RECORDS

4. A spot inspection of the personnel and property accountability records disclosed that they were being kept in a satisfactory manner.

## ACCOUNTS

5. The accounts, disbursements, and records of the treasurer were examined and found to be in excellent condition. Balances were properly accounted for. All funds are kept on deposit with the Treasurer of the United States. Valuable papers, such as Government bonds, Treasury certificates, postal-savings certificates, and securities entrusted by members of the home to the treasurer for safe-keeping, are kept in a safe-deposit box in a local bank.

## PERMANENT FUND

6. On June 30, 1936, the balance in the permanent fund account was \$2,377,399.65. During the past 4 years, owing to the deduction of 25 cents per month from the pay of each enlisted man and warrant officer, this fund has increased \$1,009,499.54, the balance on hand as of June 30, 1940, being \$3,386,899.19. The records disclose that the largest balance in the permanent fund was \$4,444,889.37 on June 30, 1907.

Under an old statute, in effect over 50 years, 12½ cents per month was deducted from the pay of each enlisted man, but this deduction for the Soldiers' Home was abolished by the act of May 11, 1908, and no deductions were made from the pay of enlisted men for the benefit of the Soldiers' Home from that date until March 1, 1936, on which date the act of February 13, 1936, became effective, which provides:

"That hereafter, and beginning with the first calendar month after the passage of this act, there shall be deducted from the pay of each enlisted man and warrant officer on the active list of the Regular Army, exclusive of the Philippine Scouts, a sum not to exceed 25 cents, which sum shall be passed to the credit of the permanent fund, United States Soldiers' Home (trust fund) in the Treasury of the United States; the exact sum to be so deducted to be fixed from time to time by the Secretary of War, within the limit prescribed above, on the recommendation of the Board of Commissioners of said home as to the amount required to meet the needs of the home."

The Secretary of War, on June 12, 1940, requested report as to the amount to be deducted under the provisions of the above act. The proceedings of the Board of Commissioners of the Soldiers' Home, dated July 9, 1940, indicate that the



Board's reply was to the effect that it wished to accumulate a balance of \$5,000,000 in the permanent fund before recommending a change in the amount of 25 cents to be deducted.

It is believed that with the large increase in the Regular Army, further consideration should be given to the question of a reduction in the monthly deduction from the pay of enlisted men of the Regular Army.

#### DISCIPLINE

7. The discipline of the home was found to be satisfactory. Discipline is administered with kindness and firmness, consideration at all times being given to the age and physical condition of the offender. Few of the delinquencies were of a serious character. The punishment awarded for delinquencies appeared to be appropriate.

#### MEDICAL CARE AND SANITATION

8. Medical service and sanitary conditions in all installations of the home continue excellent. The hospital maintains its high standard in all departments. The cheerfulness and general state of mind of the patients indicate that the ability consideration, and interest in the care of the patients on the part of officers, nurses, and other attendants of the hospital have been of a high degree.

#### BUILDINGS AND GROUNDS

9. The buildings of the home are suitable as to type, and adequate maintenance has kept their general condition and appearance in a most satisfactory state. The capacity of the barracks is sufficient to handle the present membership of the home.

It is noted that the amount of \$300,000 from the permanent fund for enlargement and improvement of existing buildings and facilities was eliminated from the Budget by the Appropriations Committee of the House of Representatives on the ground that such enlargement and improvement could be deferred. Due to changed conditions, further presentation of this matter has been made to the Secretary of War and he has approved the recommendation of the Board of Commissioners for resubmission of this item to the Congress for consideration. The item has now been submitted to the War Department budget officer for consideration in the Budget estimate of 1942. It is believed that this expenditure is necessary and should be fully supported by the War Department before the Appropriations Committee of the House of Representatives.

#### MESSES

10. There are three messes operated at the home—a general mess, a hospital mess, and a mess at the dairy. The latter mess is considered necessary in view of the distance from the dairy to the general mess.

Since the last inspection the installation in the general mess of a warming oven and a refrigerator has been completed. These additional facilities have greatly added to the palatability of the food when it is placed upon the table. The general mess appears to be efficiently conducted and serves an excellent variety of well-cooked food.

The mess for patients in the hospital appears to be well-supervised and efficiently operated. Every effort is made to obtain proper and appetizing food for the patients in the hospital, and from this inspection it appears that this effort is most successful.

The dairy mess, while small, is efficiently operated and food is attractively served and of proper quality and quantity.

#### POULTRY FARM AND DAIRY

11. The poultry farm is well kept and efficiently operated. It supplies the eggs required by all activities of the home.

The appearance and operation of all installations of the dairy continue to be excellent. The milk furnished the home messes is of good quality and of sufficient quantity to enable a liberal serving of fresh milk to members at least once daily.



## FIRE PROTECTION

12. An inspection of fire-protection equipment disclosed no deficiencies. In addition to the local fire-fighting equipment and precautions, the District of Columbia Fire Department is available on call.

## MINOR DEFICIENCIES

13. A report of minor deficiencies, suggestions for improvement in conditions of the home, and other matters, that are not deemed of sufficient importance to be included in this report, have been furnished to the governor of the home for his information and for such action as he may deem appropriate.

## GENERAL CONCLUSIONS

14. The administration of the United States Soldiers' Home has been, in the main, efficient and economical. Due consideration has been given to the general welfare of the members and of the institution as a whole.

VIRGIL L. PETERSON,  
Major General,  
The Inspector General.

## BARRACKS ENLARGEMENT

Mr. SNYDER. Reference is made in the report to the barracks item eliminated by the committee last year. Why were you unable to get the project resubmitted?

General COLEMAN. The following language was submitted in our estimates:

## EXPENSES, UNITED STATES SOLDIERS' HOME (TRUST FUND)

Change in language: "For maintenance and operation of the United States Soldiers' Home, to be paid from the Soldiers' Home Permanent Fund **[\$796,013]**, **\$1,106,067**, of which not to exceed \$300,000 shall be available immediately and remain available until expended for the enlargement and improvement of existing buildings and facilities."

The portion of the language with reference to the improvement of existing buildings and the money therefor was eliminated by the Bureau of the Budget. I do not know the reason why.

Mr. SNYDER. For the same money, I doubt at this time if you could put up a building of the type you had in mind. Have you made any investigation as to that, and do you think you could?

General COLEMAN. I think we could; yes, sir.

Mr. SNYDER. At the present cost of lumber, cement, equipment, and labor, it would not make any difference, you think?

General COLEMAN. I feel we could put up a building that we have in mind for the amount that we asked for last year; yes, sir. I do not know what it would cost in the future, but I believe it could be done now.

## PERMANENT FUND

Mr. SNYDER. The Inspector General's report shows that you had a balance in the permanent fund on June 30, 1940, of \$3,386,899.19 and states it is the view of the Board of Commissioners of the home that the fund should be allowed to build up to \$5,000,000. Why do you think they selected that particular amount?

General COLEMAN. The permanent fund, on June 30, 1907, was approximately \$4,500,000, and at that time the Congress removed the authority to collect from enlisted men. From then on, the fund went



down until it reached a low, in 1936, of \$2,300,000. Of course, during that period from 1908 on, the population of the home was gradually increasing.

Mr. SNYDER. Do you mean 1908?

General COLEMAN. Yes, sir. That is when they took off the collections from the enlisted men and they had to begin, then, living on the permanent fund for their deficit, and the fund went down until it reached that low of \$2,300,000. Then legislation was passed re-establishing the collection and, in order to build up the fund, the collection was made at 25 cents per month.

About a year ago the problem was taken up with the Board of Commissioners by the Secretary of War, with the view of reducing that 25 cents to a smaller amount to be collected.

Mr. POWERS. Due to the increase in the Army, I presume?

General COLEMAN. Due to the increase in the Army; yes, sir.

Mr. SNYDER. The 25-cent monthly contribution is made only by regular enlisted men, I believe?

General COLEMAN. By enlisted men of the Regular Army; yes, sir.

Mr. SNYDER. Selective trainees are excluded, are they not?

General COLEMAN. Yes, sir.

Mr. SNYDER. Now let us assume the enlisted strength of the Regular Army continues at the figure presently provided for, when do you estimate that you will reach the \$5,000,000 objective?

General COLEMAN. The way it is going now, I should say in about 2 years. It is going up quite rapidly, I understand from conversations yesterday that the Regular Army now is approximately 450,000.

Mr. POWERS. That would give you about \$110,000 a month. You get 25 cents?

General COLEMAN. We get \$3 a year. It would give us about \$1,200,000 a year; yes, sir.

Mr. POWERS. These funds are all invested in Government securities?

General COLEMAN. They are all in the Treasury of the United States, sir; the law requires us to keep them in the Treasury of the United States.

Mr. POWERS. And you get 3-percent interest on them?

General COLEMAN. Yes, sir.

Mr. POWERS. Is that interest taxable?

General COLEMAN. No; there is a law that exempts the Soldiers Home from taxation.

#### INCREASE IN ESTIMATE FOR ADMINISTRATION

Mr. SNYDER. You are asking for an increase of \$2,781 in the administration project, No. 4: What is the explanation for that?

General COLEMAN. Every increase on that page, sir, is for readjustment of salaries which the Board of Commissioners made last year.

Mr. POWERS. In connection with that increase in salaries, I would just like to make this statement for the record, that I am delighted to see that. I am not any more keen about spending money than anyone else, but, when you take clerks getting from \$840 to \$1,600 a year and who probably have not had an increase in 5 or 10 years, a small increase like this, I think, will be very beneficial for the morale and do a little something for their pocketbooks, and I am delighted to see you have done that.



General COLEMAN. Thank you, sir; that is exactly the feeling of the Board of Commissioners. We have a very, very high morale among all of our employees, as I think you know, and a great sense of loyalty to the Soldiers' Home exists there and we want to keep it that way.

Mr. SNYDER. I want to comment, too, on the fine spirit I have found displayed in just casually going around out there and observing, and the fine order and discipline in general. I think it is beyond the comprehension of a man who has never been there before.

#### INCREASE IN ESTIMATE FOR HOSPITAL

Mr. SNYDER. The only other increase of any consequence occurs in the hospital project. Will you tell us why you are asking for an additional \$4,719 under this subhead?

General COLEMAN. They are all salary increases.

Mr. POWERS. Let me ask about your dental surgeon, increased from \$1,680 to \$1,800: Is he a full-time dentist?

General COLEMAN. Full time in this way, that he gives us a full day's work, but all of these civilian doctors and dentists are encouraged to set up their own offices so as to get themselves established in practice if they can. They do not interfere with our work, but, after serving a few years with us, they will resign and go out into private practice, which is beneficial to them and very beneficial to us, because it gives us a reasonable turn-over and keeps our personnel young and active.

Mr. POWERS. In other words, if you need this dental surgeon for 1 day, or for a full 3 days, he is there?

General COLEMAN. Oh, he is there every day.

Mr. POWERS. And if you need him the entire day, or the entire 3 days, he stays?

General COLEMAN. Our project is primary with him; yes, sir.

#### DAIRY AND CHICKEN FARM

Mr. SNYDER. Is the dairy and chicken farm completely self-sustaining?

General COLEMAN. Oh, yes.

Mr. SNYDER. I am glad to hear that statement. Is there something else you would like to say about those activities?

General COLEMAN. The cost of our milk per gallon for 1940 was \$0.2936.

Mr. SNYDER. Twenty-nine cents a gallon?

General COLEMAN. Yes, sir. And the cost of the same milk, if we had to purchase it on the outside by contract, would be about 38 cents a gallon.

Mr. SNYDER. You produced out there, during the year 1940, about how many gallons?

Miss POWDERLY. 137,616 gallons.

Mr. SNYDER. And you produced about how many eggs during that year?

General COLEMAN. The eggs produced in 1940 were 97,511 dozen.

Mr. SNYDER. That would be how many eggs?

Mr. POWERS. It is 1,170,600 eggs.

Mr. SNYDER. This is an average of about 3,200 eggs a day.



## WATER SUPPLY

Mr. SNYDER. I noticed out there last year, General, that some construction company had gone in there with excavating machines and dug a hole in the top of one of your fields a couple of hundred feet long and 50 or 60 feet deep. What was being done there?

General COLEMAN. That is a completed project now, and I referred to that on page 100 of last year's hearings. There was a contract entered into under existing law between the District of Columbia and the Soldiers' Home to install a water-supply system reservoir for the District of Columbia. Its location here would save the District several hundred thousand dollars and would not be detrimental to our interests.

Mr. SNYDER. And how did you get into it?

General COLEMAN. Our job was to protect our trusteeship to the soldier, who owns the home, and our present agreement is that we are to receive free water at the Soldiers' Home in return for the benefit we gave the District.

Mr. SNYDER. Is that hole now covered up and you are farming over it just the same as you did before?

General COLEMAN. I do not think we will do a great deal of farming on that particular ground, but it has not disturbed our farming in any way.

Mr. SNYDER. How large was it; it looked like a rectangular affair.

General COLEMAN. I would say it takes up about 2 acres of actual concrete reservoir, which is covered with about 2 feet thickness of earth and planted with grass seed.

## OUT-PATIENT OR OUT-MEMBER CARE

Mr. SNYDER. General; you have some out-patient or out-member projects in here. They are projects Nos. 1, 2, and 3. What authority of law has the Board of Commissioners to care for members elsewhere than at the home here in Washington?

General COLEMAN. After a man is admitted to membership in the home it costs us more money to maintain him in the home than it does to pay him a small allowance to live out of the home. The Board of Commissioners has fixed that rate at not to exceed \$12 a month and, if the man has a monthly pension of \$6, then he can only get \$6 from the home. But instead of bringing him into the home, he may have a crippled wife that he has to take care of, a mile, or 2 miles, or 50 miles away, and he cannot come to the home because he cannot get anybody to take care of her. But he is a member of the home, so we give him that commutation instead of requiring him to come and live there. It is for his convenience; it is purely in the interest of the member, and is economically advantageous to the home.

Mr. SNYDER. My question applied to projects 1, 2, and 3, and you only spoke of one.

General COLEMAN. No. 2 is the St. Elizabeths Hospital. We have no facilities at the home for caring for insane patients, but they are part of our responsibility as members of the home; so we place them, at our expense, in St. Elizabeths.

Project No. 1 is the tuberculosis hospital. We have no facilities here, nor is it considered advisable by the medical profession to keep



tubercular patients in this climate; so the Army takes care of them for us. They are our responsibility, because they are members of our home, and we pay the Army their board and medical treatment. That has been going on since 1851.

Mr. SNYDER. Have you any idea what your potential membership of the home is?

General COLEMAN. Mr. Snyder, I have not the slightest idea, sir. Our facilities are arranged on a normal flow of the group of men that make up an Army of about 120,000 men, which we had for years. We have not changed much in the last few years. The Army has gone up to around 450,000, but the reflex has not yet reached us. Whether it would reach us in the proportion of 120 to 450, I doubt. I do not think it would run that high, but it is perfectly apparent to me that, with an Army of that size and the disability increases which are bound to occur, we are going to get, within a reasonably short time, a reflex on that.

Mr. SNYDER. How long has this out-patient or outmember arrangement been in effect?

General COLEMAN. From the very beginning of the home in 1851. When it was found to be more economical for the Home and more satisfactory to the man who was entitled to membership to stay out of the home, the Board has given him that small allowance.

Mr. SNYDER. I am thinking about how it could expand and the effect it would have on the permanent fund. It seems to me the effect might some day be very far reaching.

Miss POWDERLY. We do not have a great many on outdoor relief at any one time.

General COLEMAN. A man entitled to membership has to make a satisfactory showing that his presence is required at his home before he will be considered for outdoor relief.

Mr. SNYDER. How many have you on outdoor relief now?

General COLEMAN. Only 17 out of a population of 1,402. Each individual case is carried up to the Board of Commissioners, and we require a great deal of evidence from the people in the local community, and the Red Cross is very helpful in finding out what the man's financial and family status is.

Mr. SNYDER. If there are no further questions, that will be all. Thank you very much, General; you have been very informative, as usual.

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SATURDAY, FEBRUARY 2, 1941.

## PANAMA CANAL

### STATEMENTS OF GEN. E. EDGERTON, GOVERNOR; AND BERNARD F. BURDICK, CHIEF, WASHINGTON OFFICE, THE PANAMA CANAL

Mr. SNYDER. Gentlemen of the committee, we have convened this morning to consider the Panama Canal estimates for the fiscal year 1942.

Governor Edgerton, we were all pleased when word came of your elevation to the governorship, and it is a genuine pleasure to greet you here in that capacity.



Governor EDGERTON. Thank you very much, Mr. Chairman.

Mr. SNYDER. And I might add that I think the Government is very fortunate at this time that you happen to be Governor, because of your thorough acquaintance with the work and conditions down there gained through your 4-year tour under Governor Ridley.

#### GENERAL STATEMENT

Would you like to make a general statement concerning the affairs of the Canal Zone before we take up the appropriation items?

Governor EDGERTON. Yes. The Panama Canal organization is charged with the government and sanitation of the Canal Zone, the operation and maintenance of the Panama Canal, the construction of protective measures and devices, and the construction of additional facilities in accordance with the act approved August 11, 1939, 53 Statutes 1409, exclusive of the military and naval establishments on the Isthmus.

The Panama Canal also furnishes supplies, facilities, and services to commercial shipping, the Army, Navy, Republic of Panama, the Panama Railroad Co., and other interests, operating for such purposes and for its own and its employees' use, floating equipment, electric-power plants, water works, machine shops, drydocks, fuel-oil plants, warehouses, a printing plant, hospitals, quarters, and allied activities.

#### CAPITAL INVESTMENT OF UNITED STATES IN THE PANAMA CANAL

The total capital investment of the United States in the Panama Canal as of July 1, 1939, without deducting for accrued depreciation, amounted to \$543,150,444.95. This amount includes \$900,672.34 covering the construction costs during the fiscal year 1939 of special protective works which have been set up as "Canal defense property," and which are deducted from the total capital investment for the purpose of interest calculations in comparison to the net revenues of the Canal.

#### REVENUE AND EXPENSES, FISCAL YEAR 1940

During the fiscal year 1940, receipts for direct deposit in the United States Treasury as "Miscellaneous receipts" amounted to \$22,329,609.85. The net operating expenses, including depreciation and payment by the State Department to the Republic of Panama, but not interest, and after deduction of revenue repaid to appropriations, amounted to \$10,035,647.30, leaving net revenues of \$12,293,962.55, which is 2.27 percent on the total gross investment less the value of Canal Defense Property, or 2.42 percent on \$508,107,922.04, net investment after deducting \$34,141,850.57 accrued depreciation and \$900,672.34 Canal Defense Property.

The principal revenue is from tolls which amounted to \$21,177,234.04 in the fiscal year 1940 as compared with \$23,699,413.82 in 1939. Tolls, together with fees, fines, and profits on business operations, are deposited directly in the Treasury to the credit of "Miscellaneous receipts." Other earnings received from services and sales are repaid to the appropriation and may be used to pay current expenses. This is a wise provision of law, because it automatically takes care of fluctuations in business which cannot be foreseen. Congress thus appro-



prises from the Treasury each year for current expenses only enough to pay our excess of expense over those earnings that are repaid to the appropriation, and the excess of revenue, including tolls, over expenses is retained by the Treasury as interest on the investment.

#### FUNCTIONS OF ADMINISTRATION AND ACCOUNTING DIVISIONS

For purposes of administration and accounting, the Canal organization may be considered in three groups: First, "transit divisions"; second, "business divisions"; third, "special engineering division."

Transit divisions include those that are directly concerned with passage of vessels, such as pilotage, lighthouse, and tug service, the locks, and the channel maintenance, and include also the divisions concerned with sanitation and civil government. Transit divisions have some earnings from services rendered which offset a part of their expenses, but the remainder of expenses is appropriated from Treasury funds and is properly a charge against revenue from tolls.

Money required by the transit divisions for replacements of worn-out plant and equipment (with the exception of floating plant) must be specifically appropriated for by Congress from the general funds of the Treasury since no funded replacement reserves for these operations are maintained by the Panama Canal. However, in the general Canal accounts depreciation charges are made on depreciable property of transit divisions, before interest, but the funds covering such depreciation charges are turned into the general fund of the Treasury each year and are not available without appropriation.

The amount of the unfunded depreciation reserve balance for these divisions on June 30, 1940, was \$22,657,494.63, all of which has been paid to the Treasury by the Canal in prior years from revenues. Thus, for this part of the organization, we depend on Congress to provide from these funds the necessary replacement of worn-out and obsolete plant to keep the enterprise up to the proper standard for operation.

The business divisions, such as the electrical divisions, mechanical division, and building division, are auxiliary divisions set up for administrative and accounting purposes, which furnish services and supplies at reasonable rates to other groups in the organization, to other branches of the Government, to shipping, and to employees, and perform practically all of the construction work for the Panama Canal, including the construction and installation of special protective measures and devices. No direct appropriation from the general funds of the Treasury is required ordinarily from Congress for current expenses of business divisions. Last year their expenses were \$41,912,608.55, including depreciation. The excess earnings over expenses turned into the general fund of the Treasury for the fiscal year 1940 amounted to \$1,933,886.06, or 2.86 percent interest on a plant investment of \$36,097,369 as of July 1, 1939. Funded replacement reserves are maintained by business divisions from accumulated depreciation credits for replacement of worn-out or obsolete equipment.

All capital expenditures, that is, for new projects, for any part of the Canal organization should be appropriated for by Congress.

The special engineering division was created to plan and supervise the execution of the project covered by the act approved August 11, 1939, providing for additional facilities for the Panama Canal. This project is estimated to cost \$277,000,000 and funds for the initial



construction were included in the appropriations for the fiscal year 1941. In addition to its primary purpose this division has been utilized extensively in the supervision of the large construction program of special works which has been in progress from the beginning of the fiscal year 1940.

#### COMPARISON OF TRAFFIC THROUGH THE PANAMA CANAL

Peak traffic through the Panama Canal occurred in the fiscal years 1929 and 1930, following which traffic declined until July and August of 1932, the fiscal year 1933 being the low point. At its low point the Panama Canal net tonnage of vessels passing through the Canal was approximately 75 percent of the corresponding tonnage of vessels passing through the Canal in 1929. Traffic continually increased from 1933 up through the fiscal year ending June 30, 1939, during which year it was only 1.5 percent below peak traffic of the fiscal year 1929.

The outbreak of hostilities in Europe produced a sharp decline in Canal traffic between Europe and the west coast of North and South America, which trades normally had accounted for about one-quarter of the total traffic through the Canal. While these hostilities produced other changes and shifts in trade, the balance of Canal traffic has remained in total just about the same as it had been prior to September 1939. Accordingly, traffic for the fiscal year ending June 30, 1940, was about 10 percent below the preceding fiscal year.

The revenue from tolls for the first 6 months of this fiscal year ending December 31, 1940, totaling \$10,186,470.10, is less by \$1,194,511.56, or 10 percent, than for the first 6 months of last year.

#### ESTIMATES FOR 1942

Our estimate of the aggregate amount required to be appropriated for the Panama Canal for "Maintenance and operation," including regular improvements and betterments and special protective works, construction of additional facilities, and for sanitation and civil government, for the fiscal year 1942 is \$52,135,326, or \$7,886,555 more than was appropriated last year. This estimate, together with \$38,696 savings carried forward from fiscal year 1940 and \$100,000 administrative reserve to be provided out of 1941 funds, will meet our estimated net obligations for 1942 of \$52,274,022. There is also being requested, for the construction of additional facilities, Panama Canal, for the fiscal year 1942, an authorization for continuing contract obligations of \$79,000,000.

The "General information relative to appropriation requirements for fiscal year 1942," which has already been furnished to each member of this committee, shows, on pages 8 to 12, 36, 39, and 40, the estimated net requirements of the Panama Canal for 1942, by departments and divisions, for maintenance and operation, sanitation and civil government, respectively, together with a comparison of the corresponding allotments for 1941 and the expenditures for 1940. Pages 14 to 19, 37, and 41 to 47 carry explanations of the differences in 1942 operating expenses as compared with the allotments for 1941; and pages 20 to 35 carry justifications covering the improvements,



betterment, and replacement program estimated for 1942. Pages 48 to 51 show the justification and estimated appropriation and contract authorization requirements for the construction of additional lock facilities. For the fiscal year 1942 appropriation requirements have been estimated at a total of \$52,135,326, summarized as shown below.

Maintenance and operation, Panama Canal.....	\$14, 884, 086
Current operations.....	\$7, 140, 986
Improvements and betterments.....	3, 073, 100
Special protective works.....	4, 670, 000
Sanitation, Canal Zone, Panama Canal.....	1, 024, 223
Civil Government, Panama Canal and Canal Zone.....	1, 295, 017
Construction of additional facilities, Panama Canal.....	34, 932, 000
Grand total, Panama Canal.....	52, 135, 326

## SUMMARY OF OPERATING EXPENSES AND REVENUES, FISCAL YEAR 1940

The following tabulation gives a consolidated summary of the net results of operations of the various activities of the Panama Canal for the fiscal year 1940:

## Operations, transit divisions:

Revenues from tolls, fees, fines, etc. (covered into U. S. Treasury).....	\$21, 295, 723. 79
Other revenues, transit divisions (repaid to appropriations).....	4, 765, 307. 91
Total.....	26, 061, 031. 70
Operating expenses (charged to appropriations).....	13, 170, 955. 21
Balance.....	12, 890, 076. 49
Less—	
Depreciation of fixed property.....	\$1, 200, 000. 00
Annual treaty payment to Republic of Panama (by State Department).....	430, 000. 00
	1, 630, 000. 00
Net revenue, transit divisions.....	11, 260, 076. 49

## Operations, business divisions:

Business revenues (repaid to appropriations).....	42, 946, 494. 61
Business expenses (chargeable to appropriations).....	41, 912, 608. 55
Net revenue, business divisions (covered into U. S. Treasury).....	1, 033, 886. 06

## Combined operations:

Revenues covered directly into U. S. Treasury.....	21, 295, 723. 79
Revenues repaid to appropriations.....	47, 711, 802. 52
Transit divisions.....	\$4, 765, 307. 91
Business divisions.....	42, 946, 494. 61
Total revenues.....	69, 007, 526. 31
Total expenses.....	56, 713, 563. 76
Transit divisions.....	\$14, 800, 955. 21
Business divisions.....	41, 912, 608. 55
Net revenue.....	<sup>1</sup> 12, 293, 962. 55

<sup>1</sup> This is 2.42 percent interest on the net invested capital of \$508,107,922.04 as compared with 2.86 percent last year on net invested capital of \$508,346,822.50.



The purpose of the foregoing tabulation is to segregate revenue earned during the fiscal year as compared with the expenses incurred in producing such revenue. A portion of this revenue is not actually received in cash until after the close of the fiscal year, and a large portion of the expense is not actually liquidated until subsequent months; in fact, since expenses include depreciation of plant, the corresponding cash expenditure for plant replacement may not be made for several years.

It is therefore apparent that the foregoing tabulation does not necessarily imply a corresponding withdrawal of appropriated funds from the Treasury during the fiscal year, due to fluctuation of working capital accounts from year to year; but represents expenses incurred and values consumed, as nearly as may be calculated, in connection with revenues earned, all of which will eventually be reflected in net cash liquidation for account of the United States Treasury.

In addition to operating expenses shown, there is a fixed charge in 1940 of \$15,243,237.66 representing 3 percent interest on \$508,107,-922.04, computed capital cost of the Panama Canal, less depreciation, as of July 1, 1939. The net revenues in 1940 of \$12,293,962.55 fell short by \$2,949,275.11 of covering this fixed charge. During 1939 the net revenues fell short by \$723,061.01 of covering the fixed charge for that year. The 1940 operations were adversely affected by the falling off in traffic through the Canal, due to the European situation, which accounted for a decrease in tolls of \$2,522,170.78.

More than half of the revenue repaid to appropriations represents the exchange of service between the various departments of the Panama Canal, each general activity being maintained upon an independent accounting basis. For example, the Electrical Division receives credit at established tariff rates for metered current furnished to all Canal operating units; thus the cost of producing current is included in the expenses of the Electrical Division as direct labor and raw materials, and again in the expenses of the operating units as electric current billed against them, but this duplication is exactly offset by the revenue credited to the Electrical Division, which is a necessary accounting process in order to show the fiscal status of the various business divisions as independent units.

## STATEMENT OF 1940 REPAYABLE REVENUE

The following summary shows the distribution between revenues repaid in cash, and interdepartmental revenue representing the exchange of service between units of the Panama Canal:

Source	Business divisions	Transit divisions	Total revenue repayable to appropriations
Employees.....	\$1,737,491	\$341,125	\$2,078,616
U. S. Army.....	2,079,214	254,594	2,333,808
U. S. Navy.....	866,900	55,613	922,513
Other United States departments.....	8,974	30,885	39,859
Commercial.....	2,804,874	1,773,904	4,578,778
Panama Railroad Co.....	2,325,202	485,726	2,810,928
Total payable in cash.....	9,822,655	2,941,847	12,764,502
Interdepartmental.....	33,123,840	1,823,461	34,947,301
Total revenue.....	42,946,495	4,765,308	47,711,803



# 100 WAR DEPARTMENT CIVIL FUNCTIONS APPROPRIATION, 1942

Eliminating the value of the interdepartmental exchange of service would result in the following summary of revenues and expenses, which shows the same net results:

## Revenues:

Tolls and other receipts covered into U. S. Treasury-----	\$21, 295, 724
Earnings repaid to Canal appropriations (cash collections)----	12, 764, 502
Total revenues-----	34, 060, 226
Operating expenses-----	21, 766, 263
Total expenses-----	56, 713, 564
Less interdepartmental transfers-----	34, 947, 301
Net revenue-----	12, 293, 963

As tolls and other miscellaneous receipts amounting in all to \$21,-295,724, as well as \$1,033,886 of profits from business operations, are covered into the Treasury, and thereby relinquished from control of The Panama Canal, it follows that appropriated funds were necessary to cover the expense incurred in producing tolls revenue, and for capital construction, summarized as follows for the fiscal year 1940:

Operating expenses-----	\$21, 766, 263
Less depreciation of fixed property, not covered by ap- propriated funds; and annual treaty payment to Republic of Panama by State Department-----	1, 630, 600
	\$20, 136, 263
Capital construction-----	15, 730, 324
1940 construction program (pp. 6 and 7)-----	\$15, 700, 324
Extension and improvement of electrical and water supply systems and for purchase of new equipment-----	30, 000
Total appropriation expense-----	35, 866, 587
Earnings repaid to appropriations-----	\$12, 764, 502
Less business profits covered into U. S. Treasury----	1, 033, 886
	11, 730, 616
Net appropriation requirements-----	24, 135, 971

The foregoing net appropriation requirements for 1940 agree with the total of the amounts shown as net obligations in the Budget estimates for the Panama Canal, and compare with similar net obligations estimated for 1941 and 1942, as follows:

## Net total obligations

Appropriation title	Estimate, 1942	Estimate, 1941	Actual, 1940
Maintenance and operation:			
Current operations-----	\$7, 279, 682	\$6, 541, 704	\$6, 242, 473
Improvements and betterments-----	3, 073, 100	2, 223, 909	1, 582, 546
Special protective works-----	4, 670, 000	19, 946, 122	14, 117, 778
Total maintenance and operation-----	15, 022, 782	28, 711, 735	21, 942, 797
Sanitation-----	1, 024, 223	1, 045, 393	1, 004, 535
Civil government-----	1, 295, 017	1, 192, 011	1, 185, 208
Construction of additional facilities-----	34, 932, 000	15, 000, 000	
Repatriation of unemployed aliens-----	59, 397	36, 000	2, 837
Total net obligations <sup>1</sup> -----	52, 333, 419	45, 985, 139	24, 135, 971

<sup>1</sup> These figures do not include appropriations for memorial to Maj. Gen. George W. Goethals of which \$1,700 was expended during 1940 and balance of \$156,509 has been carried to administrative reserve for savings and contingencies due to suspension of the project by the President.



Comparison of the above net obligations with the actual appropriations made for 1940 and 1941, and the estimated appropriation requirements for 1942, unexpended balances, and so forth, are shown at the close of the detail tabulation for each of the three Canal operating appropriations in subsequent pages of this statement.

## TOLL RECEIPTS 1931-41

The following tabulation of tolls receipts for the past 10 fiscal years, and estimated tolls collections for 1941 and 1942 reveals the trend of the most important element of Canal operating statistics in relation to estimates for appropriations to cover operating expenses:

Fiscal year:		Fiscal year—Continued.	
1931-----	\$24, 644, 550	1937-----	\$23, 147, 434
1932-----	20, 706, 568	1938-----	23, 215, 192
1933-----	19, 621, 158	1939-----	<sup>1</sup> 23, 699, 414
1934-----	24, 065, 065	1940-----	21, 177, 243
1935-----	23, 338, 978	1941 (estimated)-----	20, 500, 000
1936-----	23, 506, 806	1942 (estimated)-----	20, 500, 000

<sup>1</sup> Revised basis of admeasurement effective Mar. 1, 1938.

## CAPITAL CONSTRUCTION, FISCAL YEAR 1940, FROM APPROPRIATED FUNDS

The following tabulation of capital expenditure is exclusive of capital replacements financed from Panama Canal reserve funds, and retirements of unserviceable property:

Special protective works, continuation-----	\$14, 117, 778
Investigations and plans for increasing capacity of the Canal in accordance with act of May 1, 1936, continuation-----	280, 000
Relay barge, 24-inch, completion-----	201, 129
Replace steam plant, Gorgas Hospital, completion-----	11, 606
Quarters for American employees, including preparation of sites and necessary municipal and electrical installations, continuation-----	463, 370
Paint and carpenter shop, Gatun Locks, beginning-----	35, 318
Motorear repair shop, Cristobal, beginning-----	70, 625
Improvements, building 778, Balboa, beginning-----	5, 409
Silver quarters, service costs, beginning-----	19, 048
Locks guards' quarters, Miraflores and Pedro Miguel, beginning-----	14, 574
Ward building, Palo Seco, beginning-----	22, 102
School shop building, Balboa, completion-----	3, 290
Gymnasium, Balboa, completion-----	2, 681
Police station, Pedro Miguel, completion-----	552
Improvements, Cristobal playgrounds, completion-----	641
Utility building, Colon Hospital, completion-----	197
Shop and storehouse, M. E. division, Ancon, continuation-----	50
Extension, building, 48, Balboa storehouse, beginning-----	15, 508
Storage shed, section K, Balboa storehouse, beginning-----	333
Storage shed, section G, Balboa storehouse, beginning-----	1, 114
Road to Miraflores Ferry, beginning-----	18, 170
Miraflores Ferry slips, beginning-----	42, 493
Alterations to barge for Miraflores Ferry-----	7, 545
Fill area between Panama Railroad tracks and Gaillard Highway, Balboa Station to roundhouse-----	27, 500
Fort Davis cut-off, Bolivar Highway, beginning-----	8, 783
Pipe line to Paraiso pump station, beginning-----	55, 474
Paraiso pump station, beginning-----	10, 096
Road, Tivoli crossing to Calidonia crossing-----	39, 108
Madden Dam and Reservoir, grouting, etc., continuation-----	1, 662
Roads, Mount Home and Corozal Cemeteries, completion-----	113



Rock fill, quarantine area, Balboa, completion.....	\$33
Water line, Miraflores to West Ferry landing, continuation.....	93
Increase capacity, Summit Substation, beginning.....	26, 610
Additional electrical facilities on west side of Canal, beginning.....	51, 776
Alterations, Miraflores Substation, beginning.....	32, 783
Excavator for dredging division.....	19, 760
Two launches for dredging division, beginning.....	17, 376
Motor equipment (trucks, etc.).....	62, 963
Dredging Division Station, Gamboa, continuation.....	12, 661
Total.....	15, 700, 324

The Panama Canal capitalization includes over \$100,000,000 of structural values which have now been in use for some 20 years or more, and for which no general replacement funds have been included in Canal appropriations. This property earns no direct revenue from which replacement costs can be financed. Some of these structures, such as dams, breakwaters, and concrete buildings, are still in excellent condition, requiring but little expenditure for upkeep, but on others deterioration has reached a point where replacement is essential.

The Panama Canal is making annual returns of millions of dollars to the United States Treasury by direct deposit of tolls receipts and other revenues amounting to more than double the sums appropriated for regular Canal expenditure. Sound economics require that the plant which is producing this net return should not be permitted to deteriorate unduly, and to this end there will be continuous need of annual appropriation to cover the replacement of these essential structures.

#### CAPITAL REPLACEMENTS FINANCED FROM PANAMA CANAL RESERVE FUNDS

Mr. SNYDER. In the course of your statement you spoke of capital replacements financed from Panama Canal reserve funds. That has reference, I take it, to properties identified with your business operations apart from properties of the Panama Railroad Co.?

Governor EDGERTON. That is right.

Mr. SNYDER. Out of your revenues from the operation of such properties you put aside a reserve for upkeep and replacement?

Governor EDGERTON. Yes. The replacement reserve is based on a careful estimate of the life of each item of equipment or plant, and a proportionate charge is made to the work for the number of days in which each item is engaged, so each project bears its share of the depreciation charges.

Mr. SNYDER. About what is the amount that is put aside annually for such purposes? I suppose it is a certain percentage of the amount of revenue, which fluctuates, of course?

Governor EDGERTON. It is a percentage which varies with the class of equipment, and the total amount is averaging about \$1,000,000 per year.

Mr. SNYDER. How much of a reserve do you have on the books at this time?

Governor EDGERTON. I think about \$3,000,000.

Mr. SNYDER. That would be working capital?

Governor EDGERTON. Yes.

Mr. SNYDER. Is that about the normal working capital?



Governor EDGERTON. Yes; that is normal. It is a little smaller now than it should be because of the addition of large quantities of construction equipment for the present expanded program, but as that program draws to a close the replacement reserves will be normal in proportion to the amount of equipment we keep on hand.

Mr. SNYDER. Does the Treasury have custody of the funds?

Governor EDGERTON. Yes, sir.

Mr. SNYDER. Neither the Congress nor this committee passes upon contemplated expenditures from that account?

Governor EDGERTON. No; but it is applied solely to the replacement of plant and equipment worn out.

Mr. SNYDER. The account, so far as we are concerned, is in about the same status as the funds of the railroad company?

Governor EDGERTON. No; the funds can be used only for the replacement of equipment as it is worn out and not for expansions or additions to the plant, which are secured by appropriation.

Mr. SNYDER. Does an outside organization audit these accounts?

Governor EDGERTON. They are audited by the General Accounting Office. Its auditors are now on the Isthmus going over the accounts for the past year. It will take them 2 or 3 months to make their very thorough audit.

Mr. SNYDER. I am glad to hear that. I am sure we may depend upon a good job.

Governor EDGERTON. Yes. We fix our policy to conform closely to the conclusions of the General Accounting Office as to the proper procedure under the appropriation acts.

Mr. KERR. How was your capital fund created; by appropriation?

Governor EDGERTON. Yes; in large part. By charging into the cost of the work the proportionate share of the depreciation on each item of plant that is engaged on any work, the work itself being paid for by congressional appropriation, or in certain cases by private interests, we have a correct account of the total cost of the work done, including the proper share of the depreciation of the plant.

## MAINTENANCE AND OPERATION, PANAMA CANAL

### SUPPLEMENTAL ESTIMATE FOR 1941

Mr. SNYDER. For maintenance and operation for 1942, including special protective works, the estimate is \$14,884,096, as opposed to \$27,011,367 for the current year.

Governor EDGERTON. That is correct.

Mr. SNYDER. The difference is very largely in the item of special protective works. However, the difference is considerably narrowed by a supplemental estimate for 1941, now pending, of \$11,341,300. You have already explained this supplemental estimate to the Deficiency Subcommittee, I believe.

Governor EDGERTON. Yes, sir.

Mr. SNYDER. We shall include in our record at this point that part of House Document No. 87 setting forth the several projects to which the supplemental estimate applies.

(The statement referred to follows:)

Quarters for American employees, \$300,000: This is to meet, in part, an acute shortage of adequate housing facilities for the permanent staff of the Panama



Canal, which has been augmented to meet the administrative, accounting, supply, and service needs of increased population and activities in the Canal Zone, and to meet additional personnel requirements imposed by establishment of the 40-hour week. Under existing housing conditions the Canal authorities are having great difficulty in obtaining and retaining satisfactory employees.

Turbogenerator, Madden Dam, \$350,000: Increased construction, both for the Panama Canal and national defense, and increase in the population, both military and civil, of the Canal Zone, make it necessary to provide additional electric power capacity at the Madden Dam.

Gaillard Highway, Corozal to Fort Clayton, \$50,000: It is essential in the interest of national defense that a section of this highway, which is made impassable by floods from concurrent rains and high tides, be relocated.

Mortuary building, Gorgas Hospital, \$131,300: Mortuary activities are now conducted in the Board of Health laboratory building. Due to the large increase in population of the Canal Zone, both military and civil, the present building is inadequate to meet the needs, and a separate building for use as a mortuary is imperative.

Special protective works, \$10,510,000: Due to the international situation this program has been accelerated and this additional amount is required at this time.

#### SPECIAL PROTECTIVE WORKS

Mr. SNYDER. The largest project in the supplemental submission applies to special protective works, and I am going to ask you to give an off the record justification to the members of this subcommittee who, in the ordinary course, would have jurisdiction. You may discuss the four million-and-odd dollars in the 1942 Budget for this work at the same time.

Mr. CASE. Mr. Chairman, Mr. Powers wishes to ask some questions, and they seem to me appropriate to be on the record.

In your opinion, Governor, recognizing that we wish to take such protective steps as we can, is not the best protection, in the final analysis, an active, adequate, properly based air force?

Governor EDGERTON. It would be my opinion that it is the best protection in many circumstances and is an essential part of any good protection; but I would not be disposed to neglect the other protective features that it is possible to provide.

Mr. CASE. I am sure we do not have that in mind, but such steps as can be taken. In the final analysis, if you have somebody who is able, equipped, and ready to go out and meet the enemy and keep him from getting there, that is better than just taking chances that whatever devices we use may minimize the damage?

Governor EDGERTON. Yes. There is a military precept that a vigorous offense is the best defense. That is along the line of your question.

Mr. SNYDER. Now, Governor, getting back to the estimates for 1942: May we have a statement of the proposed uses of the amount requested for maintenance and operation, including a comparison with 1940 and 1941?

#### DISTRIBUTION OF ESTIMATES 1942 AND APPROPRIATION 1941, AND OBLIGATIONS 1940

Governor EDGERTON. Following is a statement of estimated net expenditures for 1942, as compared with allotments for 1941 and expenditures for 1940. The figures shown are exclusive of business divisions, which are not included in net appropriation requirements.



	Obligations		
	Estimated, 1942	Estimated, 1941	Actual, 1940
NET CURRENT EXPENSES, PANAMA CANAL CLASSIFICATION			
Executive office.....	\$326, 167	\$326, 167	\$323, 335
Clubs and playgrounds:			
Current operations.....	83, 000	83, 000	83, 000
Increase in personal services.....	3, 750		
Total, clubs and playgrounds.....	86, 750	83, 000	83, 000
Paymaster's office.....	20, 000	20, 000	20, 706
Collector's office.....	21, 720	21, 720	21, 211
Comptroller's office.....	183, 462	183, 462	183, 450
Offices in the United States.....	206, 278	206, 368	213, 745
Office engineering division.....	78, 000	78, 000	43, 512
Surveys, meteorology, and hydrography.....	33, 745	33, 745	64, 433
Care of public buildings and grounds:			
Current operations.....	200, 000	200, 000	229, 280
Increase in personal services.....	9, 409		
Increase in supplies and materials.....	3, 091		
Total, care of public buildings and grounds.....	212, 500	200, 000	229, 280
Canal Zone experimental gardens.....	15, 000	15, 000	15, 000
Street lighting and extensions.....	23, 500	23, 500	18, 465
Water for municipal purposes.....	23, 400	23, 400	23, 400
Roads, sidewalks, and sewers.....	145, 000	145, 000	154, 292
Operation of ferry.....	104, 130	104, 130	103, 989
Tracks maintenance.....			19, 960
Recruiting and repatriating employees:			
Current operations.....	15, 000	15, 000	18, 571
Locks overhaul force.....	5, 000		
Total, recruiting and repatriating employees.....	20, 000	15, 000	18, 571
Marine division:			
Superintendence:			
Current operations.....	28, 363	28, 363	23, 518
Increase in personal service.....	5, 728		
Total, superintendence.....	34, 091	28, 363	23, 518
Board of admeasurement.....	69, 300	69, 300	70, 030
Transiting vessels and harbor service.....	322, 823	322, 823	289, 533
Aids to navigation:			
Current operations.....	262, 044	262, 044	228, 547
Nonrecurring items:			
Equipment.....	3, 500		
Supplies and materials.....	37, 832		
Total, nonrecurring items.....	41, 332		
Total, aids to navigation.....	303, 376	262, 044	228, 547
Total, marine division.....	729, 590	682, 530	611, 628
Locks, operation and maintenance:			
Atlantic locks:			
Current operations.....	588, 190	588, 190	602, 709
Increase in personal services.....	77, 172		
Increase in supplies and materials.....	1, 000		
Increase in other charges.....	8, 400		
Total, current operations.....	674, 762	588, 190	602, 709
Special material.....	8, 500	5, 000	7, 000
Replace crib fenders.....			20, 000
Sentry stations.....			5, 000
Total, Atlantic locks.....	683, 262	593, 190	634, 709
Pacific locks:			
Current operations.....	959, 352	959, 352	951, 028
Increase in personal services.....	113, 424		
Increase in other charges.....	12, 400		
Total, current operations.....	1, 085, 176	959, 352	951, 028



	Obligations		
	Estimated, 1942	Estimated, 1941	Actual, 1940
NET CURRENT EXPENSES, PANAMA CANAL CLASSIFICATION—CON.			
Locks, operation and maintenance—Continued.			
Pacific locks—Continued.			
Special material.....	\$10,000	\$7,000	\$5,000
Replace crib fenders.....			80,000
Sentry stations.....			9,790
Total, Pacific locks.....	1,095,176	966,352	1,045,818
Pacific locks overhaul (partial).....		125,000	
Pacific locks overhaul (to complete).....	598,000		
Total, locks, operation and maintenance.....	2,376,438	1,684,542	1,680,527
Dams, reservoir, and spillway:			
Madden Dam and Reservoir.....	47,500	47,500	30,889
Gatun Dam and spillway.....	36,000	36,000	29,271
Total, dams, reservoir, and spillway.....	83,500	83,500	60,160
Dredging division:			
Channel maintenance.....	2,171,946	2,171,946	2,005,341
Removal of floating obstructions.....	50,000	50,000	29,564
Maintenance of floating cranes.....	45,000	45,000	37,213
Total, dredging division.....	2,266,946	2,266,946	2,072,118
Extension and improvement of electrical and water-supply systems and for purchase of new equipment and appliances.....	30,000	30,000	30,000
Cash relief in accordance with act of July 8, 1937.....	86,556	108,694	76,410
Transportation of employees.....	155,000	155,000	158,484
Compensation of injured employees.....	2,000	2,000	
Damage to vessels.....	50,000	50,000	13,304
Twenty-fifth anniversary celebration (Public Res. 5, 76th Cong.).....			3,493
Grand total, net current expenses.....	7,279,682	6,541,704	6,242,473
FOR IMPROVEMENTS AND BETTERMENTS, AND FOR REPLACEMENT OF WORN-OUT, OBSOLETE, OR EXCESSIVELY DETERIORATED FACILITIES			
1. Special protective works.....	4,670,000	19,946,122	14,177,778
2. Quarters for American employees, including preparation of sites and necessary municipal and electrical installations.....	300,000	336,630	463,370
3. Addition to Colon Hospital.....	700,000		
4. Section A, Balboa High School-Junior College.....	330,000	350,000	
5. Expansion of water-supply system.....	441,100	745,430	65,570
6. New ferry, and replace ferry slips, Balboa.....	700,000		
7. Storehouse building, Miraflores locks.....	130,000		
8. 2 motor launches for marine division.....	36,000		
9. Improvement to lighthouse depot, Gatun.....	77,000		
10. Ward building, Palo Seco.....	19,000		
11. Storage warehouse for steel and cable, Balboa.....	136,000		
12. Rebuild pier No. 13, Cristobal.....	204,000		
Extension and improvement of hospital facilities, Gorgas.....		23,000	
One barge, dredging division.....		100,000	
Improvements, Corozal Hospital.....		47,000	
Cement shed, Cristobal.....		86,000	
Relocate Gaillard Highway, Fort Clayton.....		90,000	
Paint and carpenter shop, Gatun locks.....		8,682	35,318
Motorcar repair shop, Cristobal.....		14,375	70,625
Improvements, building 778, Balboa.....		272	5,408
Silver quarters, service costs.....		6,752	19,048
Locks guards' quarters, Miraflores and Pedro Miguel.....		1,426	14,574
Ward building, Palo Seco.....		798	22,102
Signal stations, marine division.....		21,800	
Shop and storehouse, M. E. division, Ancon.....		4,950	50
Extension building 48, Balboa storehouse.....		1,492	15,508
Storage shed, section K, Balboa storehouse.....		4,567	333
Storage shed, section G, Balboa storehouse.....		13,886	1,114
Road to Miraflores Ferry.....		14,830	18,170
Ferry slips, Miraflores.....		7,507	42,493
Fort Davis cut-off, Bolivar Highway.....		37,217	8,783
Madden Dam and Reservoir, grouting, etc.....		87,224	1,662
Water line, Miraflores to west ferry landing.....		18,316	93
Increase capacity, Summit substation.....		3,390	26,610
Additional electrical facilities, west side.....		28,224	51,776
Alterations, Miraflores substation.....		2,217	32,783
2 launches for dredging division.....		14,624	17,376
Storage shed, constructing quartermaster.....		7,500	
Mess building for police, Balboa.....		2,000	
Office building, subsection of surveys.....		6,700	
Fire-alarm system, Pedro Miguel and Red Tank.....		2,600	



	Obligations		
	Estimated, 1942	Estimated, 1941	Actual, 1940
NET CURRENT EXPENSES, PANAMA CANAL CLASSIFICATION—CON.			
Excavator for dredging division.....			\$19,760
Investigation and plans for increasing the capacity of the Canal.....			280,000
Relay barge, 24 inches.....			201,129
Replace steam plant, Gorgas Hospital.....			11,606
School shop building, Balboa.....			3,290
Gymnasium, Balboa.....			2,682
Police station, Pedro Miguel.....			552
Improvements, Cristobal playgrounds.....			641
Utility building, Colon Hospital.....			197
Alterations to barge for Miraflores Ferry.....			7,545
Fill area between Panama R. R. tracks and Gaillard Highway, Balboa Station to roundhouse.....			27,500
Road, Tivoli Crossing to Calidonia Crossing.....			39,108
Roads, Mount Hope and Corozal Cemeteries.....			113
Rock fill, quarantine area, Balboa.....			33
Motor equipment (trucks, etc.).....			62,963
Dredging division station, Gamboa: Oil tanks.....		\$134,000	
Pumps for filtered water system.....			12,500
Silver playshed, Gamboa.....			113
Relocate Gamboa Road (survey).....			48
Total improvements, betterments, and replacements.....	\$7,743,100	22,170,031	15,700,324
Grand total obligations.....	15,022,782	28,711,735	21,942,797
1938 appropriation obligated in 1940.....			—80,893
1939 appropriation obligated in 1940.....			—895,864
1939 appropriation obligated in 1941.....		—2,000	
1940 appropriation obligated in 1941.....		—1,812,048	+1,812,048
1940 appropriation obligated in 1942.....	—38,696		+38,696
Administrative reserve for savings and contingencies.....	—100,000	+100,000	
Transfer, rent, and maintenance of quarters in the District of Colum- bia to appropriation "Salaries and expenses, public buildings in the District of Columbia".....		+13,680	+6,303
Total estimate or appropriation.....	14,884,086	27,011,367	22,823,087

It may be noted from the foregoing comparative statement that the net appropriation for 1942 is less than the amount appropriated for 1941, and the total obligations for 1942 are also less than in 1940 or 1941.

#### ITEMS OF INCREASES AND DECREASES IN ESTIMATE FOR 1942

The net increase from \$6,416,704 for 1941 to \$6,681,682 for 1942, exclusive of completion of Pacific locks overhaul in 1942 and partial overhaul in 1941, amounting to \$264,978, is accounted for as follows:

#### Increases:

Clubs and playgrounds.....	\$3,750
Care of public buildings and grounds.....	12,500
Recruiting and repatriating employees.....	5,000
Marine division.....	47,060
Locks, operation and maintenance.....	218,896

Total increases..... \$287,206

#### Decreases:

Offices in the United States.....	\$90
Cash relief in accordance with act of July 8, 1937.....	22,138
	22,228

Net increase..... 264,978

The justifications of the increases in net current expenses, 1942 compared with 1941, the completion of the overhaul of the Pacific locks, and the description of the replacement and betterment projects for 1942 follow:



## CLUBS AND PLAYGROUNDS

Due to the large increase in Canal personnel, the playground activities have expanded to such an extent as to require the formation of additional classes. To provide the necessary personnel for further expansion estimated for the fiscal year 1942, there will be required the following personnel:

1 girls' work directress, SP-4 at \$2,025 per annum-----	\$2, 025
1 playground directress, unclassified, at \$1,020 per annum-----	1, 020
1 playground assistant, unclassified, at \$705 per annum-----	705
Total-----	3, 750

## CARE OF PUBLIC BUILDINGS AND GROUNDS

The new townsite areas at Diablo Heights, Gavilan, Williamson Place, Chame Street, Ancon Boulevard, and the expansion of quarters at Gatun, Pedro Miguel, and Cristobal, with resultant grassed areas, will necessitate additional funds for maintenance of public areas and some public buildings.

It is estimated that the additional requirement will be \$9,396 for personal services and \$3,104 for supplies and materials.

The additional personnel is as follows:

1 foreman, CAF-3, at \$2,025 per annum-----	\$2, 025
13 native employees, at \$567 per annum-----	7, 371
Total-----	9, 396

## RECRUITING AND REPATRIATING EMPLOYEES

This increase covers the additional cost of recruiting and repatriating special employees brought from, and returned to, the United States, in connection with the overhaul of the Pacific locks.

Mr. SNYDER. Is this recruiting and repatriating of employees a usual item of expense?

Governor EDGERTON. Yes, sir. The item for recruiting and repatriation of employees, \$5,000, is an expense that recurs in the lock-overhaul years. It is necessary to overhaul the locks every fourth year. This last year, the overhaul of the Pacific locks was deferred until 1942, because of the impracticability of conducting it in connection with the other work which was going on.

Mr. SNYDER. It is not influenced by the unusually large construction program presently going forward down there?

Governor EDGERTON. No, sir. It is entirely normal and applies merely to the overhaul which has to be conducted every fourth year. It is not an annual item, but it is just as regular an item as if it were annual. It occurs every second year, because of the overhaul on the Atlantic side one year and on the Pacific side the second year following.

## MARINE DIVISION

Mr. SNYDER. Proceed, Governor.

Governor EDGERTON. Marine Division increase is in the amount of \$47,060.

## PERSONNEL OF MAINTENANCE FOR RADIOTELEPHONE INSTALLATIONS

For the maintenance of radiotelephone installations now in service between the offices of the port captains and ships transiting the Canal



and for the addition of 30 portable radio sets to be procured during the current fiscal year, there is estimated to be required the following additional personnel:

1 radio engineer, P-1, at \$2,500 per annum.....	\$2, 500
1 radiotelephone maintainer, unclassified, at \$3,228 per annum.....	3, 228
Total.....	5, 728

Mr. SNYDER. What are you doing now for superintendence of radiotelephone installations used in connection with Canal transiting?

Governor EDGERTON. We are not carrying on that activity yet. The development has been necessitated by the desirability of having communication with ships as they go through the Canal. We have developed a small radiotelephone which can both send and receive in intercommunication with certain shore stations, so that communication can be had with the pilot on each ship which carries this radio set through the Canal. It is a very important safety measure; for peacetime operation, it contributes to the most efficient transit of vessels, and it will be of exceptional value in case of a war emergency. This is an improvement of the facilities that have heretofore existed.

Mr. SNYDER. When will you have that completed and in operation?

Governor EDGERTON. We will have the equipment this year. It will be completed and in operation at the beginning of 1942. The stations are already completed and a number of sets have been purchased already. It remains to purchase the other sets.

Mr. SNYDER. What I had in mind is this: It seems to be difficult to get a lot of equipment of this kind on account of the abnormal demands on the manufacturers.

Governor EDGERTON. Yes, sir. We have developed the design and it is small equipment, not difficult to get in this small quantity.

Mr. SNYDER. Please proceed with your justification.

#### AIDS TO NAVIGATION

Governor EDGERTON. Aids to navigation estimate is in the amount of \$41,332. To provide materials, including 50,000 feet of ground wire, poles, brackets, insulators, lightning arrestors, transformers, flashers, relays, cutouts, switches and other electrical materials required for the construction and establishment of a dual system in both east and west lighthouse circuits in the Gaillard Cut section of the Canal. With the present system of single transmission lines it is possible for as many as 84 consecutive aids to fail; with the dual system only half of the aids on a line, and then only alternate aids, would fail. It is considered the dual system will provide a more reliable and efficient service to shipping and at the same time furnish a better control of lights for all purposes. The estimated cost of the materials required is \$37,832. The installation will be made by the Marine Division forces and equipment.

The following item of equipment is also required in connection with the operation and maintenance of the aids to navigation:

Shallow-water fathometer, \$3,500.—This is a new piece of equipment for installation on the tug *Favorite*. In the course of its work in connection with removing and replacing buoys, beacons, and other aids to navigation, the *Favorite* maneuvers in shallow and, frequently, uncharted waters. The need of this fathometer has been felt for some time but due to lack of funds its purchase has had to be deferred.



## LOCKS, OPERATION AND MAINTENANCE—ATLANTIC LOCKS

Certain special protective works now being installed at the Atlantic locks will be in operation by the commencement of the fiscal year 1942 and for the added cost of operation and maintenance of these installations it is estimated that the following will be required:

## Personal services:

19 operators, unclassified, at \$3,228 per annum.....	\$61, 332
22 native employees at \$720 per annum.....	15, 840
Total personal services.....	77, 172
Supplies and materials.....	1, 000
Electric current.....	2, 000
Repairs, painting, etc.....	4, 000
Tug service.....	2, 400
Total operation and maintenance, special installations.....	86, 572

An increase is required for the item of special material in accordance with the scheduled replacement of copper conductor rail and fender chain which started in 1938 and is due to terminate in 1944. The justification for this item as originally submitted with the 1938 estimates was as follows:

There has never been any of this fender chain purchased since the beginning of operation. All necessary replacements so far have been made up from the intermediate chains, the use of which was discontinued and the chains removed. However, this stock is now practically depleted and new chain will have to be purchased to make replacement of chain which has reached the limit of wear.

The original conductor rail installation on the return tracks was of steel, which has rusted to such an extent that replacement by copper is necessary. The method followed is to replace the worn copper rail in the towing tracks with new copper rail, and then use the old copper rail to replace the original steel rail in the return tracks. Up to this time such replacements have been handled within the regular operating allotment. The tracks, however, have now reached the point where considerable replacement must commence in 1938 and an increase in the estimates for this purpose is essential.

The variation between 1942 and 1941 is as follows:

Required for 1942:	
Copper rail.....	\$6, 000
Fender chain.....	2, 500
Total.....	8, 500
Appropriated in 1941:	
Copper rail.....	5, 000
Additional required in 1942.....	3, 500

## COMPENSATION OF LOCK OPERATORS

Mr. SNYDER. Will this be an extra annual expense in consequence of the installations to which you refer?

Governor EDGERTON. Yes, sir.

Mr. SNYDER. Is the \$3,228 considered to be a proper rate of compensation for operators?

Governor EDGERTON. Yes, sir. That is the established rate for operators of equipment of this kind on the locks, and it is founded on navy yard schedules.

Mr. SNYDER. Is it a job requiring very much skill?

Governor EDGERTON. It requires skill; it requires a skilled operator who is usually taken from the electrical workers class.



Mr. SNYDER. Is the \$3,228 the entrance rate?

Governor EDGERTON. It is a fixed rate.

Mr. SNYDER. He goes in at that rate and stays at that rate?

Governor EDGERTON. It is a fixed rate.

Mr. SNYDER. Where do you get such employees down there?

Governor EDGERTON. We get them originally from the States usually as electrical workers. They are obtained by the Locks Division usually by transfer from some other division, and they have to be trained in the particular duties necessary to operate this equipment; but, with the basic knowledge of good electrical men, they can soon learn it.

#### WAGE DIFFERENTIAL

Mr. CASE. In connection with this discussion on employment: You will recall that last year several committees that deal with civil employees in the Canal Zone worked out a formula to deal with differences in the wage scales, transportation, and things like that, and the formula that was finally adopted was the result of a good deal of compromise. How is that working out? You remember there was a 25-percent differential.

Governor EDGERTON. That 25 percent differential has been rather generally in effect, for a long time in the Canal organization. It is provided for in the basic Canal Operation Act as a maximum limitation on the authority to fix the rate of wages and salaries for employees on the Canal. Last year, consideration was given to legislation requiring the employment of only American citizens and Panamanian citizens in all skilled positions and establishing the 25 percent differential as a minimum rather than a maximum. That legislation, as it finally appeared in the appropriation acts for the fiscal year 1941 contained a number of other provisions and by its terms, was subject to suspension by the President in time of emergency. It is to go into effect on May 1 of this year, unless suspended.

Mr. CASE. Have you had any difficulty in getting the type of employees you need?

Governor EDGERTON. We have difficulty in getting the type of employees we need in many lines now. We have not previously encountered much difficulty, but now that employment conditions in the States have changed, skilled workers are not so readily available for Canal service. The principal inducement for them to come to the Canal now is the somewhat higher rate of pay than the wage scale for corresponding work in the United States. That is much less attractive now than it used to be when there was great difficulty in securing employment in the United States. So that we are definitely feeling the pinch.

Then there are the living conditions, notably the lack of houses for families, which are unfavorably affecting our work, because men who come down are unable to find places for their families until they have been there a long time. The assignment of quarters goes by seniority, and a new employee may not get an opportunity to bring his family down to the isthmus until he has been there for nearly 2 years.

Mr. CASE. Did you have occasion to read the statement that former Congressman Lewis, of Ohio, made on that point, after his trip down there in November or December, on the floor of the House?



Governor EDGERTON. No, sir; I am sorry to say I did not see it.

Mr. CASE. There was some discussion of this problem that you mention—that the man goes down there expecting there are living quarters for his family, and then finds there are not.

Governor EDGERTON. Yes. When it was a question of having no job, or having a canal job, he would accept the inconvenience and expense of maintaining his family in the United States and living alone on the Canal Zone until family quarters became available; but, when it comes to having a job on the Canal now at some 25 percent more than he could earn in another job in the United States, he may decide that the inconvenience and added expense is not worth the trouble and to come back and take the job in the States.

Mr. CASE. In view of the labor situation, is it likely you will ask for a revocation or suspension of those labor provisions?

Governor EDGERTON. I think they should be suspended, and have so recommended.

Mr. SNYDER. Now will you continue, Governor?

#### LOCKS OPERATIONS AND MAINTENANCE—PACIFIC LOCKS

Governor EDGERTON. Certain special works now being installed at the Pacific locks will be in operation by the commencement of the fiscal year 1942 and for the added cost of operation and maintenance of these installations it is estimated that the following will be required:

##### Personal services:

28 operators, unclassified, at \$3.228 per annum.....	\$90, 384
32 native employees, at \$720 per annum.....	23, 040
Total personal services.....	113, 424
Electric current.....	3, 000
Repairs, painting, etc.....	6, 000
Tug service.....	3, 400

Total operation and maintenance, special installations..... 125, 824

An increase is required for special material and the justification is the same as given under Atlantic locks for this item.

The variation between 1942 and 1941 is as follows:

##### Required for 1942:

Copper rail.....	\$6, 000
Fender chain.....	4, 000
Total.....	10, 000
Appropriated in 1941: Copper rail.....	7, 000
Additional required in 1942.....	3, 000

#### PACIFIC LOCKS OVERHAUL (COMPLETION)

The quadrennial overhaul of the Pacific locks was due in the fiscal year 1941, but the construction work now underway would interfere with the general overhaul and the major portion of the overhaul was deferred to 1942. For such work as necessary painting, replacing gate sills and valve stems, which could not be deferred, the sum of \$125,000 was appropriated in 1941. For the completion of the overhaul in 1942 it is estimated that \$598,000 will be required for this indispensable feature.



FOR IMPROVEMENTS AND BETTERMENTS, AND FOR REPLACEMENT OF  
WORN-OUT, OBSOLETE, OR EXCESSIVELY DETERIORATED FACILITIES

1. Special protective works.....	\$4, 670, 000
2. Quarters for American employees, including preparation of sites, and necessary municipal and electrical installations.....	300, 000
3. Addition to Colon Hospital.....	700, 000
4. Section A, Balboa High School-Junior College.....	330, 000
5. Expansion of water-supply system.....	441, 100
6. New ferry, and replace ferry slips, Balboa.....	700, 000
7. Storehouse building, Miraflores Locks.....	130, 000
8. Motor launches for Marine division.....	36, 000
9. Improvement of lighthouse depot, Gatun.....	77, 000
10. Ward building, Palo Seco.....	19, 000
11. Storage warehouse for steel and cable, Balboa.....	136, 000
12. Rebuild pier No. 13, Cristobal.....	204, 000
Total.....	7, 743, 100

## SPECIAL PROTECTIVE WORKS

Individual justifications for the above projects follow:

The necessity for this item has already been explained to the committee.

QUARTERS FOR AMERICAN EMPLOYEES, INCLUDING PREPARATION OF SITES AND  
NECESSARY MUNICIPAL AND ELECTRICAL INSTALLATIONS

When the Canal was opened to traffic 26 years ago, the permanent towns in which the American employees were to live in the future were composed largely of living quarters built on those sites in the early days of American occupation; or of recreated similar structures removed from construction camps which were to be abandoned. These structures are of frame, and their arrangement and facilities were designed for construction-camp requirements of more than 30 years ago. They were built for use for the construction period and were not properly designed for protection against termites. They have been kept in service only by expenditures for costly repairs. These quarters are progressively becoming so deteriorated as to be not only below reasonable standards for family houses, but the excessive expense of the temporary patchwork repairs necessary to keep them habitable represents economic waste.

In 1927 a regular yearly program of replacement was started, and funds for this purpose have been appropriated by Congress each year. This replacement program which has now been carried on for 15 years, will require about 10 more years to complete at the rate at which appropriations have been made available. The advantages of such a regular annual appropriation are important. It enables the Canal to keep a regular skilled construction force steadily at work, avoids excessive appropriations at any one time, and offers the means of taking care of housing of employees while their homes are being replaced.

During recent years the regular Canal forces have been increased by reason of the 44-hour and 40-hour week and by increased work caused by construction activities relating to national defense. As a result, additional quarters have been necessary and have been provided by temporarily continuing in service some of the quarters for which replacements have been built.



Rental of quarters is charged to employees based on costs of operation and maintenance plus 2 percent of the capital which is reserved for replacement. Once the old type quarters are replaced with new structures, the resultant reduction in maintenance costs will enable future replacement of these quarters from current rentals; but, until such time, it is essential that annual appropriations be made for this purpose. Appropriations for old quarters have been available as follows:

1927	\$384, 278
1928	499, 943
1929	600, 000
1930	400, 000
1931	400, 000
1932	400, 000
1933	250, 000
1934	175, 000
1935	313, 000
1936	400, 000
1937	400, 000
1938	400, 000
1939	400, 000
1940	500, 000
1941	300, 000
Total	5, 822, 221

To provide building sites, to install necessary water, sewer, electric, and street facilities, and to construct the new quarters, it is very desirable and economical to continue the regular rate of expenditures. It is essential, therefore, that \$300,000 be appropriated for fiscal year 1942 for this purpose.

#### COST OF BUILDING CONSTRUCTION

Mr. SNYDER. Have building costs gone up down there?

Governor EDGERTON. They are rising; yes, sir. They have been going up slowly for a considerable number of years, owing to the increased material costs and increased labor costs.

Mr. SNYDER. Where do you get your lumber?

Governor EDGERTON. From the United States.

Mr. SNYDER. You ship in all of the cement used from the United States, too?

Governor EDGERTON. Yes, sir.

Mr. SNYDER. From what part of the United States does it usually come?

Governor EDGERTON. The lumber comes generally from the West coast and the cement which is also secured on competitive bidding usually comes from East coast ports.

Mr. CASE. Well, is there competitive bidding on cement, or do you get identical bids?

Governor EDGERTON. I will answer that by saying competitive bidding is sought, but we note that the prices, generally, are close together.

Mr. CASE. Not exactly identical?

Governor EDGERTON. In the majority of cases they are identical.

Mr. SNYDER. In percentage, what would you say, approximately, material costs down there exceed such costs in the United States?

Governor EDGERTON. The material costs, including transportation and handling?



Mr. SNYDER. Yes, the cost delivered there.

Governor EDGERTON. It will probably exceed the States' cost by from 25 to 30 percent, on the average.

Mr. SNYDER. This heavy stuff goes by water?

Governor EDGERTON. Yes, depending on the class of material.

Mr. SNYDER. What, if any, difference exists as to skilled labor in the building trades, between the States and down there?

Governor EDGERTON. Our skilled laborers in the building trades get 25 percent more than the normal rate in this country.

Mr. SNYDER. How do the costs of the houses you build for the American employees run, say, for a five-, six-, or seven-room house, as compared with the cost in the States of houses intended for similar use?

Governor EDGERTON. The costs are probably higher by 25 to 35 percent for precisely the same type of construction. But there is no strictly comparable type of construction in the United States, because we are under the necessity of building to prevent destruction of buildings by termites and, as a consequence, we build the wooden-type house on a concrete substructure which consists of a slab under all or a part of the house, and concrete posts to raise the house about 7 feet above the ground for sanitary purposes and for protection against termites. Then the posts have a copper ant pan at the top, which makes it difficult for the termite to reach the wooden part of the structure, and there is a reenforced concrete beam on top of the posts. On top of that is the wooden structure.

Perhaps our most economical and satisfactory type is called the 103-type house. It has a combined living and dining room, two bedrooms, kitchen, one bath, and a porch. The actual construction cost of those houses runs around \$6,000, including all overhead charges that properly apply.

Mr. SNYDER. What expenses, if any, do you include in those costs which are incurred outside of the building site, such as streets, water, sewers, transmission lines, and the development of a community area?

Governor EDGERTON. In the cost I just gave, the costs of grading and of the features you mentioned were not included. The cost figure includes, however, all overhead charges properly applying and the other costs to which you refer, which we term "service costs," would be added. They vary greatly with the location of the building in respect to the grading necessary at each site and its distance from walks, roads, sewers, water installations, and electrical installations, all of which have to be extended to serve the building. The cost of their extension are a part of the total cost of building the house. On the average, including all the service costs, this type of house would cost about \$7,300 to \$7,500, complete.

Mr. TERRY. How long has that termite trouble been recognized as a termite problem on the Canal Zone?

Governor EDGERTON. Oh, always in the Canal Zone, ever since construction days.

Mr. TERRY. Since the first construction, you have had the same pest?

Governor EDGERTON. It is not a new thing down there; as I understand it is in parts of the United States where it is extending; but the ant has always been an active destructive insect in the tropics. It attacks any piece of wood near the ground and it is difficult to protect



wooden structures from termites; but, in this type of construction which we have developed through the years, we think we have something that is as nearly termite proof as it is practicable to build in wood.

Mr. TERRY. It absolutely prevents their operation?

Governor EDGERTON. We are carefully watching these posts. The most destructive termite works in the dark and builds a tunnel from the ground, to which he must have access, so these posts make it easy to break his tunnels and destroy his operation. We expect the buildings constructed in this manner to last for 50 years and, while none of them have been built that long, we have a number of similar types of construction that have been occupied for 25 or 30 years, and I am satisfied this construction is very durable even in the tropics.

#### COST OF LUMBER AND CEMENT

Mr. CASE. I notice you said you get most of your lumber from the west coast.

Governor EDGERTON. Yes, sir.

Mr. CASE. From which coast do you get your cement?

Governor EDGERTON. It usually comes from the east coast.

Mr. CASE. Do you carry that on your own boats after you buy it?

Governor EDGERTON. To the extent of our capacity to do so, yes.

Mr. CASE. It has come to my attention that cement is being sold to the Government on the west coast at greatly reduced prices over the prices on the east coast; in fact, I understand it is being sold as low as \$1.05 a barrel. Could you submit for the record just a brief table showing the average current price in the present fiscal year on lumber and cement, and for the last 5 fiscal years?

Governor EDGERTON. Yes, sir, I will attempt to do that.

(The table requested is as follows:)

	1937	1938	1939	1940	1941
Cement.....	\$2.42	\$2.45	\$2.45	\$2.53	\$2.82
Lumber (per M feet board measure):					
Southern yellow pine or Douglas fir:					
Flooring.....	36.95	36.71	34.02	40.90	49.70
Ceiling.....	33.52	34.61	33.11	39.14	48.40
Siding.....	36.99	36.15	37.79	41.95	49.09
Roofing.....			42.53	54.90	
Surfaced dimension lumber:					
1-inch.....	29.18	28.84	27.18	31.28	36.71
2-inch.....	29.97	28.53	29.52	31.59	35.70
3-inch and 4-inch.....	30.42	29.30	28.16	32.74	35.42
6-inch.....	30.50	29.89	28.73	32.76	35.43
Rough dimension lumber:					
1-inch and 2-inch.....				40.00	46.32
6-inch.....	32.50	32.13	29.33	35.37	38.46
8-inch and up.....			31.05	35.49	37.87
Timbers.....	31.59	31.82	30.50	36.14	41.55
Yellow pine:					
Finished.....		81.53	105.97	131.74	183.92
Unfinished.....	58.60	74.00	81.54		68.00
California redwood.....	97.47	95.65	87.28	85.56	90.38
Ash.....	79.20	96.69	110.26	100.33	89.75
Port Orford cedar:					
Finished.....					279.48
Unfinished.....	207.00	179.66	183.00	165.00	
Cypress.....	93.86	89.28	88.24	100.85	111.67
Hickory.....	135.33	92.50	120.00	133.33	142.33
Maple:					
Finished.....		114.00	95.00		
Unfinished.....	121.42	110.00	110.75	118.75	175.00
Poplar:					
Finished.....	139.12	123.00		185.00	117.00
Unfinished.....			109.00	140.00	
White oak.....	140.20	140.00	128.85	171.50	162.50
White pine.....	108.59	134.98	78.58	93.58	110.04



	1937	1938	1939	1940	1941
Piling (per linear foot):					
Southern yellow pine or Douglas fir:					
Untreated	\$0.297	\$0.35	\$0.35	\$0.278	\$0.351
Cresoted			.607		
Yellow pine:					
Untreated				.862	.983
Cresoted	.606	.842	.712		

NOTE.—The above prices are all delivered, free of all charges, on dock at Balboa or Cristobal, C. Z.

Mr. TERRY. May I ask a question on lumber right there: Do you get any offers of lumber, say, from the South, Southwest and Southeast? You say the most of it comes from the west coast and I was just wondering why there are not some offers or bids received from other sections of the country.

Mr. BURDICK. We get some bids from the South.

Mr. SNYDER. From Mississippi?

Mr. BURDICK. Yes, sir. Generally speaking, the quotations from the west coast are lower except on hardwoods.

Mr. TERRY. Do you get any bids from Arkansas, for instance? That is quite a lumber State.

Mr. BURDICK. I think we do. We invite bids, giving an opportunity to furnish pine from the South or fir from the West. We receive bids from Arkansas on various kinds of wood handles.

Mr. SNYDER. In other words, if you are going to buy a lot of lumber, you have a list of concerns that sell lumber and you notify them that you are going to open bids at such and such a time?

Mr. BURDICK. Yes, sir; we place on our mailing list all persons or firms known to be interested in submitting bids and send invitations for bids to them. The average schedule inviting bids on lumber is sent to more than 90 prospective bidders.

Mr. SNYDER. Offhand, do you happen to recall about what percent of the lumber people reply that they are interested?

Mr. BURDICK. About 10 percent.

Mr. CASE. Do you do the most of this construction yourself, or is any substantial part of it done by contract?

Governor EDGERTON. We do it all ourselves, sir. We endeavored to give contractors an opportunity to save us some money if they could, by offering a number of those houses by contract in 1935 and 1936, but the contractor was not able to show any economies over our own construction.

Mr. CASE. I presume the contractor had not had experience in dealing with labor problems and what not in your area, sanitation, and the working conditions of labor.

Governor EDGERTON. Well, it so happened that the contractor was very thoroughly experienced in our locality and, even then, he was not able to do any better than we were able to do. So it produced no economy and was less flexible than our own construction and, since that time, we have been building them entirely ourselves.

There is one thing I might say in regard to these costs as compared to costs of building in the States: In the first place, I described the heavy substructure which is necessary there for the reason stated, and it probably runs 25 or 30 percent of the total cost. Then, in our



building costs, we have to ship this material to the Canal Zone and pay the heavy transportation cost.

We do not believe it economical to work with anything except the very best material, because we want those houses to last and we save money by using only first-grade material. Much of the building in the States is done with the lower grades of material, which is probably justifiable because it does not carry heavy transportation cost. Under those circumstances it doubtless pays to use less expensive material and to replace it earlier, rather than building with the best; but we find it best to use only first-class material.

Mr. TERRY. Are you talking now about Army construction in the United States, or private?

Governor EDGERTON. I was talking about private construction.

Mr. CASE. Is there any difference in the combatting of the termites between the poorer grades of material and the best grades of material?

Governor EDGERTON. No; of course, there is a difference in the resistance to termite action of various woods. But we have tried to meet the termite problem chiefly by this concrete substructure in our construction.

Mr. SNYDER. Now proceed, Governor.

#### ADDITIONS TO COLON HOSPITAL

Governor EDGERTON. A 120-bed hospital is now operated by the Panama Canal on the Atlantic side of the Isthmus of Panama, being located in the city of Colon. This hospital is available to American and native employees of the Canal-Railroad organization, in addition to military personnel garrisoned on the Atlantic side. Actually, although rated at 120 beds, the effective bed capacity is approximately 80, due to the necessary segregation of American Caucasian male and female patients, native male and female patients of the Negro race, and isolation cases. At the figure of 100 to 120 beds, which it is now running, the hospital is working under emergency conditions.

The expansion in military personnel and in the civil population in connection with Army and Canal construction projects requires increased facilities for hospitalization on the Atlantic side. It is proposed to provide such facilities by alterations and additions to present buildings, construction of a new clinic building, and by the construction of a new concrete ward building with a capacity of 112 beds as an addition to the existing hospital and in architectural conformity with it.

In connection with the increased capacity proposed for the hospital proper, provisions must also be made for housing the necessary expansion of the staff of nurses. The policy of the administration is to provide quarters for nurses on the hospital grounds. It is proposed to construct an addition to the existing dormitory building to furnish these necessary quarters.

At the present time all sterilizing of surgical instruments, heating of required water, and so forth, is done by electrical installations at the hospital. With the increase in capacity the demand for such services will warrant the construction of a steam plant as the most economical method of providing for them.



Funds are requested herein to finance all of this construction. The work to be performed is as follows:

Alterations to existing buildings .....	\$23, 000
Ward building .....	304, 000
Clinic building .....	96, 000
Nurses' quarters .....	30, 000
Steam plant .....	55, 000
Diet kitchen .....	39, 000
Extension to kitchen .....	25, 000
Equipment .....	128, 000
Total .....	700, 000

#### SECTION "A," BALBOA HIGH SCHOOL-JUNIOR COLLEGE

Funds requested under this item are to be used to complete the construction of section A of the high school and junior college. The total cost of the building is \$680,000 and the work is being accomplished over a 2-year period. Funds in the amount of \$350,000 were appropriated for use in fiscal year 1941 so that the first year's construction could be undertaken. The remaining \$330,000 should be made available in fiscal year 1942 so that construction of this necessary school building may be completed.

The Canal Zone Junior College and the Pacific side high school are both located at Balboa. High-school classes (grades 9 to 12, inclusive) are conducted in part of the junior-college building and in part of an elementary-school building some 800 feet distant. The high school uses so much of the elementary-school building that facilities have had to be provided in other temporary schools for groups of children of the first to sixth grades. One of the schools is located in a converted two-family house, and the other is on the ground floor of a lodge hall. Both of these temporary school buildings are unsuitable for school use.

While these arrangements have been workable, they have been made on a temporary basis and measures to correct them have been studied for the past several years. With the scheduled expansion of military posts on the Isthmus and the increase in civilian population due to construction activities, emphasis will be placed on the lack of school facilities rather than their unsuitability. It is estimated that during the next 2 years it will be necessary to provide school facilities for some 200 new permanent pupils in grades 1 to 6 and 396 new permanent pupils in grades 7 to 12. In addition, it is estimated that some 150 students will enroll in grades 7 to 12 as a result of construction activities in progress on the Canal. The present school population for grades 7 to 12 is 984 pupils, and the added total enrollment for these grades would represent an increase of 56 percent.

To accommodate this large increase a new building immediately adjacent to the junior-college structure is being constructed.

The new building will permit the release of 16 classrooms in the elementary school building wherein the increased number of grades 1 to 6 pupils may be accommodated. In addition, it will permit the abandonment of the lodge hall as a school, inasmuch as the pupils attending classes there will also be accommodated in the space to be vacated by removal of the high-school classes.



The proposed structure will provide 26 classrooms, a study hall, administrative office, a music room, a student activities room, and a library for the joint use of the high-school and junior-college students.

#### EXPANSION OF WATER-SUPPLY SYSTEM

The basic set-up of the water-supply system consists of two filtration plants, one serving demand on the Atlantic side and the other serving the Pacific side of the Canal. Actually at this time there is a third filtration plant in operation, but its abandonment due to interference with third-locks construction has been authorized and its functions are in process of being absorbed by the Mount Hope plant on the Atlantic side. The two basic plants referred to, with their necessary raw-water supply lines and distributing system, have had adequate capacity, especially on the Atlantic side, to meet normal increase in demand for quantity and pressure of water in the areas served. The full capacity of the Pacific-side system has been required, however, during recent years.

The increase in Army and Navy garrisons, the addition in the Canal forces due to construction projects, and the inauguration of third-locks construction will result in a demand in the immediate future far beyond the capacity of the present system. Miraflores Filtration Plant has a rated capacity of 17,000,000 gallons per 24-hour day. The estimated maximum daily demand will increase to 23,000,000 gallons as a result of the rise in population on the Pacific side. Mount Hope Filtration Plant has a rated capacity of 8,000,000 gallons per day and the estimated immediate future maximum daily demand will be 9,300,000 gallons.

Filtration plants are so designed that their capacities may be increased by constructing additional units. However, pipe lines of the raw-water supply and filtered-water distribution systems and pumping facilities for raising water from lower to higher levels are not adaptable to this method of increasing capacity. A further complication is caused by the opening up of new areas, heretofore not served, as sites of Army posts. A comprehensive study of the problem has developed the advisability of constructing a new filtered-water reservoir to provide adequate storage for the Ancon-Balboa-Panama City district and to provide needed pressure for the Balboa Docks area and outlying parts of Panama City. Internal arrangements in the filtered-water mains and their pumping stations are also to be made to assure adequate service between the filtration plants and the users.

In order to gear the raw-water supply lines to the demand for increased quantities of treated water on the Pacific side, a booster-pump station is being installed in the raw-water line between Gamboa and Miraflores. This station will also be fitted to draw water from the nearby Canal channel to serve any emergency arising from damage to the raw-water main between the Gamboa intake and the new pumping plant.

On the Atlantic side the required additional capacity is to be secured by the addition of two new filters. To compensate for the shorter retention in the sedimentation basin, and in lieu of increasing the size of the basin, it is proposed to install flocculators. The arrangement will also necessitate the provision of additional interior pipe lines and the acquisition of additional equipment.



Funds appropriated in the 1940 supplemental appropriations and in the 1941 appropriations are being used for procurement of essential equipment and materials and for starting the projects. Funds requested under this item are for their completion.

The work to be performed is as follows:

Complete construction of 5,000,000 gallon concrete reservoir at Balboa	\$95,500
Complete enlargement of Miraflores Filtration Plant	270,100
Complete enlargement of Mount Hope Filtration Plant	75,500

441,100

#### NEW FERRY AND REPLACE FERRY SLIPS, BALBOA

To furnish a method of crossing the Canal, the Panama Canal operates the Thatcher Ferry at Balboa. This plant, placed in operation in 1932, consists of two double-ended ferryboats running between typical ferry slips on the east and west banks of the Canal. The ferry is necessary to provide a means by which Army, Navy, and Canal activities on the west side can be reached and to provide the essential crossing for traffic between the capital city of Panama and the interior towns of the republic. The following table shows the degree of use of ferry service from 1933 to 1940, both inclusive:

Fiscal year	Number of trips	Total vehicles ferried	Fiscal year	Number of trips	Total vehicles ferried
1933	17,996	147,104	1937	30,395	316,107
1934	19,570	173,521	1938	31,720	347,703
1935	22,620	203,220	1939	33,017	367,306
1936	29,143	263,143	1940	44,023	511,209

During this period a steady rise in traffic is noted until 1940, when a 33-percent increase over the 1939 traffic occurred. This increase was the result of the opening up of new areas on the west side of the Canal as sites of Army posts, construction activities connected with the third locks, the increase in the traffic between the capital city of Panama and the interior towns of the Republic, and the increase in the Canal and Army personnel using the ferries. A further important increase in the ferry traffic was caused by the start of the reconstruction of the national highway from the zone boundary to Rio Hato. This highway is of such importance to the defenses of the Canal that Congress appropriated funds in the amount of \$1,500,000 to assist the Republic of Panama in its reconstruction so that increasing movements of troops to the Rio Hato military station could be accomplished quickly and efficiently. These troop movements have also been a contributing factor to the increase in the 1940 ferry business.

It is estimated that the present high level of traffic will not only be maintained but that increases which will exceed the capacity of the present plant may be expected in the near future. With but two ferryboats available the failure of either boat would result in a serious tie-up. To provide against such a contingency and to furnish the greater capacity necessary to meet the expected demand, it is proposed to construct a new ferryboat of double the present capacity. To provide adequate ferry slips for the proposed new ferryboat new ferry slips must be constructed. Since the present ferry slips have deteri-



orated to such an extent that replacement should be accomplished in 1942, it is proposed to replace them with new ferry slips of sufficient size to accommodate both the old and the new ferryboats.

Funds are requested under this item to construct the larger ferryboat at an estimated cost of \$500,000 and to replace the present ferry slips with new slips of sufficient size to accommodate the new ferryboats, at an estimated cost of \$200,000.

#### STOREHOUSE BUILDING, MIRAFLORES LOCKS

The existing storehouse at the Miraflores Locks is used to house all spare parts, materials, equipment, and supplies (other than Panama Canal standard stock material and heavy overhaul equipment necessary for the operation and maintenance of all locks. This building was originally constructed in 1908 to house a steam power plant. In 1927, following the construction of the Diesel plant at Miraflores, the steam plant was dismantled, the equipment removed, and the building turned into a storehouse. The building has now reached such a state of deterioration that it is in danger of collapse and any attempt to make repairs would cost as much as a new building. To provide the necessary storage space in an adequate building it is proposed to construct a new storehouse building wherein the locks material, equipment, and supplies may be stored. This proposed structure will be 77 by 195 feet, with a mezzanine floor, structural steel frame, corrugated metal roof and sides, and a 20-ton crane. Railroad facilities will also be provided.

Funds in the amount of \$130,000 are requested under this item to construct this necessary storehouse building.

#### MOTOR LAUNCHES FOR MARINE DIVISION

To properly maintain normal standards of efficiency and to insure economical operation of Canal business the Marine Division inaugurated a program of replacement of launches as they become obsolete and deteriorated by use. Under this program four of the present launches will have reached the end of their useful lives in 1942 and will have to be replaced. Regular replacement reserves will only be sufficient to replace two of the boats, so that funds in the amount of \$36,000 must be requested under this item for replacing the other two.

The present launches in use by the Marine Division are just sufficient to meet current requirements. Any future increases in traffic or in other Marine Division activities will necessitate additional launches to meet the demand.

#### IMPROVEMENT OF LIGHTHOUSE DEPOT, GATUN

The Lighthouse Subdivision at Gatun has no house or shed available ashore in which to store salvage gear and miscellaneous parts and equipment for the maintenance of lighthouses, channel markers, and buoys in the Panama Canal. To provide the necessary storage space for this equipment, barges *No. 17* and *No. 91* are used as floating storehouses. These two barges, long in such poor condition as to be beyond economic repair for any use except stationary mooring, have now reached a point where they are in danger of sinking. Barge *No. 17* was constructed in 1908 while barge *No. 91* was taken over from the French and its original date of construction is unknown. In



addition to providing storage facilities, the outboard side of the barges has been used to moor the U. S. S. *Favorite* as there is no deep-water dock frontage available for mooring at the Lighthouse Depot. With no covered or protected berthing space now available, the launches assigned to this unit must be moored in the open where they are subject to increased deterioration due to wave and weather. In addition, present arrangements do not provide a satisfactory means of effecting repairs.

To provide the necessary storage space, to furnish a berth at which to moor the *Favorite*, and to provide covered moorings and adequate repair facilities for the launches, it is proposed to construct an addition to the existing dock which will include the following: A concrete deck on steel pile extension, a steel-frame storage and shop shed with corrugated iron back and sides, three concrete finger piers covered with corrugated iron roof for launch moorings, a motorboat repair shop with steel frame and corrugated iron siding, and a 40-foot breakwater at the exposed end of the proposed dock to furnish protection from waves. Funds in the amount of \$77,000 are requested under this item to construct this necessary addition to the existing depot.

#### WARD BUILDING, PALO SECO

The ward building is to house inmates of the leper colony at Palo Seco. The building is a two-story frame structure on concrete pillars and has 24 rooms, 12 on each floor. Each room is 10 by 12 feet and opens on both a front and a rear veranda. Appropriate bathing and toilet facilities are provided. In the fiscal year 1937 a progressive plan was initiated for replacing the worn-out buildings at the leper colony. The final plan contemplates five wards, each of the same general construction. Four of the five wards have now been completed, and this unit will complete the program and its construction will provide all patients at the leper colony with adequate housing facilities.

Most of the leprosy patients must spend their entire lives in the colony, as even when the disease is arrested the damage is so extensive that the patients cannot return to their homes because of disability or disfigurement. The lepers, who are of both sexes, have been housed in old buildings, which at the time of their construction afforded adequate facilities. The old buildings were built of light construction, are nearly 30 years old, and are not worth repair. To prevent overcrowding while construction is in progress, the new ward buildings were scheduled to be erected one at a time. Amount requested, \$19,000.

#### STORAGE WAREHOUSE FOR STEEL AND CABLE, BALBOA

Storage space for reinforcing steel, corrugated roofing, heavy hoisting cable, electric cable, and so forth, has been furnished in the lumber shed at Balboa, while other heavy materials of the same kind for which space could not be procured in the lumber shed have been stored in building No. 46. The increased construction activities caused by the expansion of Army garrisons and new canal projects has resulted in a tremendous increase in the amount of lumber and material for which storage space must be provided. To adequately provide this space it will be necessary to use the areas now occupied



by the heavy materials in the lumber shed for the storage of lumber and to secure other storage space for the heavy material. Additional space is also necessary for storage of new material.

The available storage facilities, however, have been so severely taxed by increased shipments of material that it has become necessary to construct a temporary shed to furnish covered space for the overflow of reinforcing steel, electric cable, and other material now being received. A further complication is the location of building No. 46 in an area turned over to the Navy and occupying a site for which the Navy has urgent need. This site will be released as soon as other storage space for the material in the building can be secured, but until that time the Navy construction program will be delayed.

To provide storage space for materials in building No. 46, and to provide adequate housing for the heavy materials to be moved from the lumber shed, and the new material being received, it is proposed to construct a one-story shed wherein they may be stored. The proposed shed will be 300 by 60 feet with pile foundation, concrete floor, corrugated iron walls on a steel frame, metal roof supported by steel truss, and railroad facilities and overhead crane for proper handling of the heavy material.

Funds in the amount of \$136,000 are requested under this item for the construction of this building.

#### REBUILD PIER NO. 13, CRISTOBAL

The existing wooden pier was erected during the construction of the Atlantic terminal, and it was used as an oil crib until the transfer of this facility to the coaling plant. The pier is now in such poor condition that it has been condemned as unsafe for any use.

With this pier condemned for use and with Mechanical Division Pier No. 15 unable to furnish sufficient berths it has been the practice, when practicable, to berth ships desiring repairs at the commercial piers of the Panama Railroad Co. However, under present conditions which, as far as can be determined at this time, are apt to continue for some years, the railroad piers will all be needed for handling cargo from ships. Because of this fact it is essential that additional berthing space be secured for ships undergoing repairs. It is proposed to secure this space by rebuilding pier No. 13 and extending pier No. 15.

The proposed rebuilt pier No. 13 will be 760 by 24 feet with a foundation of wood piles, a wood deck floor, and tracks for crane service. Funds in the amount of \$204,000 are requested under this item to rebuild this pier.

#### SANITATION, CANAL ZONE, PANAMA

MR. SNYDER. That completes maintenance. Now turn to sanitation, please, Governor, where you are asking for \$1,024,223—a bit less than you have this year, but actually that result is brought about, is it not, by anticipated larger collections?

Governor EDGERTON. No, sir; It is due primarily to nonrecurring items which occurred in the fiscal year 1941, principally the addition of steam plant and other facilities at the Gorgas Hospital incident to the reopening of a section which it has not heretofore been necessary to operate.



Mr. SNYDER. I notice at the bottom of page 36 of your justifications, you say, "Deduct estimated collections," \$1,499,450 for 1942.

Governor EDGERTON. Yes.

Mr. SNYDER. \$1,118,895 for 1941, and \$1,026,725 for 1940, and the total estimate of appropriation for 1942 is \$1,024,223.

Governor EDGERTON. Yes; that is correct. The additional number of patients, particularly Army patients, will make a very substantial contribution to the total operating costs which, however, will also increase with the greater number of patients. In recent years the payment to the Canal for the treatment of Army patients has been limited to a fixed sum annually. The number of Army patients has recently increased so that we are unable to care for them with the funds available and we will be unable to operate the hospital successfully during the entire year unless the Army is able to pay the greatly added costs of caring for the increased number of patients this year. They have submitted in their deficiency estimates an item to cover the added cost of caring for Army patients in Canal hospitals.

Mr. CASE. Does the Army depend on you to supply hospitalization on the Canal Zone?

Governor EDGERTON. General hospitalization. The Gorgas Hospital is the only general hospital on the Canal Zone and all Army patients who require that type of hospitalization go into the Gorgas Hospital. The Army population, of course, has increased greatly and it is to be increased still further. We are going to be in a very bad way unless we get proper payment this year for the additional patients, because we cannot stop treating patients and yet cannot treat them without the necessary doctors, nurses, attendants, medicines, and facilities, which involve additional expense.

Mr. SNYDER. About how many more men have you down there as of today—February 22—than you had a year ago in the Panama Canal Zone?

Governor EDGERTON. Soldiers?

Mr. SNYDER. Well, soldiers and clerks and what not, that you take care of, working for the Government.

Governor EDGERTON. We have an increase of around three or four thousand in the American employees of the Canal itself. There are around 20,000 silver employees who are also treated in our hospitals, working for the Canal, in addition to the normal complement, and there are large numbers of employees working for the Army and Navy and their contractors who obtain treatment when necessary in our hospitals. There is a large increase in the Army and Navy garrisons themselves, but I do not have the figures in my records.

#### HOSPITAL FACILITIES

Mr. SNYDER. How much greater, in percentage, are the hospital facilities now than they were a year ago?

Governor EDGERTON. We have added a new section to Gorgas Hospital.

Mr. SNYDER. And that accommodates about how many?

Governor EDGERTON. I will insert that in the record.

Mr. SNYDER. Just insert that information and that will give a fair picture of your hospital facilities now as compared with a year ago, and the number of people you have to take care of now as compared with a year ago.



Governor EDGERTON. Yes, sir.  
(The statement requested follows:)

On February 26, 1940, the total number of beds available in all Canal hospitals was 1,466 and the total number of patients was 1,182. On February 26, 1941, the total number of beds available was 2,005. During February 1941, the number of patients has fluctuated between 1,415 and 1,568. Since last year there has been no new construction except the 100-bed unit added to Gorgas Hospital. The increase in the number of beds available has been secured by the utilization of all possible space, including verandas, passageways, and isolation wards. The hospitals are seriously overcrowded and little opportunity is afforded for proper segregation of patients by sex, race, or nature of illness.

#### ITEMS OF INCREASE AND DECREASE IN ESTIMATE

Mr. SNYDER. Proceed with your justification now, please.

Governor EDGERTON. The net total obligations of \$1,024,223 estimated for 1942 are \$21,170 less than the \$1,045,393 available for 1941. This \$21,170 net decrease is summarized as follows:

##### Decreases:

Equipment replacements and additions in 1941 not required in 1942	\$53, 250
Repairs and painting, section A, Gorgas Hospital in 1941 not required in 1942	2, 000

Total decreases	55, 250
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##### Increases:

To provide relief time for native employees	34, 080
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Net decrease	21, 170
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Justification covering the increase is as follows:

#### TO PROVIDE RELIEF TIME FOR NATIVE EMPLOYEES

In the Canal Zone hospitals, dispensaries, health offices, and quarantine service there are 477 native employees working more than 8 hours a day and more than 6 days a week. After making allowance for any relief time granted, their hours of work are as follows:

3 employees work 49 hours per week	147
3 employees work 50 hours per week	150
37 employees work 51 hours per week	1, 887
33 employees work 52 hours per week	1, 716
1 employee works 53 hours per week	53
9 employees work 54 hours per week	486
57 employees work 55 hours per week	3, 135
30 employees work 56 hours per week	1, 680
22 employees work 58 hours per week	1, 276
1 employee works 59 hours per week	59
5 employees work 60 hours per week	300
12 employees work 62 hours per week	744
26 employees work 63 hours per week	1, 638
10 employees work 64 hours per week	640
2 employees work 66 hours per week	132
175 employees work 72 hours per week	12, 600
7 employees work 76 hours per week	532
35 employees work 77 hours per week	2, 695
9 employees work 78 hours per week	702
Total employees (477)	30, 572
Average	64

As it is believed that no employee should work more than 6 days a week, it is felt that the employees listed above, who work such long hours each day, should be given 1 full day off each week. To accom-



plish this, it is estimated that it will be necessary to employ 71 additional native employees, at an average entrance salary of \$480 per annum, at a total cost of \$34,080, and increase of this amount is requested for this purpose.

## CIVIL GOVERNMENT, PANAMA CANAL AND CANAL ZONE

Mr. SNYDER. We will proceed next with the civil government item, where we find an estimate of \$1,295,017 as opposed to \$1,192,011 for the current fiscal year. Let us have your justification of this item of appropriation, if you please.

### DISTRIBUTION OF ESTIMATE

Governor EDGERTON. The net increase in the estimate of \$1,295,017 for 1942 over the appropriation of \$1,192,011 for 1941 amounts to \$103,006 and is summarized as follows:

#### Increases:

Civil affairs and customs, current operations.....	\$2, 908	
Division of Schools:		
Current operations.....	\$63, 324	
Nonrecurring items in 1942.....	39, 360	
		102, 684
Police Section:		
Current operations.....	13, 404	
Nonrecurring items in 1942.....	210	
		13, 614
Total increases.....		119, 206

#### Decreases:

Fire Section: Nonrecurring items in 1941.....	\$ 6, 800	
Police Section: Nonrecurring items in 1941.....	7, 500	
District court: Nonrecurring items in 1941.....	1, 900	
Total decreases.....		16, 200
Total net increase.....		103, 006

### ITEMS OF INCREASE IN ESTIMATE

Justifications for the increases shown above are as follows:

#### CIVIL AFFAIRS AND CUSTOMS:

- (1) Increase in personal services (to promote 5 junior guards at \$525 per annum)..... \$2, 625  
 To provide for longevity promotions of 5 junior customs guards from present rate of \$1,800 per annum to the authorized rate of \$2,325 per annum for regular customs guards. These men will have served the required 3 years as juniors prior to July 1, 1942, and, due to the small organization, turn-over savings are practically nil.
- (2) Increase in materials and supplies..... 233  
 To provide for the purchase of additional license plates, printed forms, and filing facilities incident to the issuance of auto-license plates.

#### DIVISION OF SCHOOLS..... 102, 684

- (1) Increase in personal services:
 

11 high school teachers at \$2,250.....	24, 750
19 elementary and junior high school teachers at \$1,746..	33, 174
1 clerk-stenographer, CAF-2, at \$1,800.....	1, 800
5 teachers for colored schools at \$720 (native employees)...	3, 600
Total.....	63, 324



## GOLD TEACHING FORCE

The total increase in gold teaching force for the year 1942 is caused by the increase of Army personnel on the Isthmus. In a letter from headquarters, Panama Canal Department, April 4, 1940, addressed to the executive secretary, a table was furnished showing that 1,287 family apartments will be constructed from funds already available. In a letter dated April 17, 1940, to the executive secretary from Lt. Col. W. W. Carr, Assistant Adjutant General, it is stated:

It is believed that the new Army quarters now involved in the construction program for which funds are available will be completed about September 1, 1941.

The average ratio of school children per family from Army posts has been determined as 67 per 100 families. On this basis 860 additional pupils must be expected September 1, 1941, approximately 287 in grades 9 to 12, inclusive, and 573 in grades 1 to 8, inclusive. Providing a normal enrollment for senior high-school pupils of 25 per teacher, these 287 high-school pupils will require 11 teachers, and at 30 pupils per teacher in the elementary and junior high school, grades 1 to 8, 19 teachers will be required.

## CLERK-STENOGRAPHER

There are now in the office of the superintendent of schools: One office assistant, grade 6; one clerk whose principal work is the preparation of States requisitions and tabulation of standard test data, in grade 3; and one clerk, grade 2, assigned to stenographic work, filing, and general office work. The volume of work is now greater than can be handled by these two clerks. An attempt has been made to assign out some of the statistical work in connection with tests to the principals and teachers. However, this cannot be satisfactorily done because this statistical work requires immediate supervision. The present volume of work will be greatly increased in 1942, inasmuch as it is concerned with supervisory studies carried out in the schools. At the present time professional workers in this office are having to devote considerable time to routine work because of lack of adequate clerical assistance.

## TEACHERS FOR COLORED SCHOOLS

Since many silver employees lost their homes in the Colon fire, 216 additional family quarters are being constructed in Silver City (Cristobal). The average ratio of colored children of school age per family has been determined to be one child per family. The colored schools operate on a basis of about 40 students per teacher. Hence 216 additional students will require 5 teachers. Classes will operate on a double shift program in the present Silver City school buildings, until such time as additional building facilities can be provided. Because of the large number of other items which it is necessary to include in the estimates for 1942, an item for an additional building at Silver City is not proposed, in spite of the fact that 16 classes will operate there on a double shift schedule next year. It has been our policy, however, since 1930 to provide school facilities for all colored children residing in the Canal Zone.

## TEXTBOOKS AND INSTRUCTIONAL EQUIPMENT, \$15,060

The expansion of army posts on the Canal Zone will cause an estimated increase of 860 pupils in the white schools. For each of



these students a complete set of textbooks must be provided and for the new classrooms additional instructional equipment must be provided. This cost has been computed to be \$15 per pupil, or a total of \$12,900.

The expansion of the colored school at Silver City, Cristobal, will accommodate 216 new students whose parents will be housed in 216 new apartments now under construction in the Canal Zone. The cost of textbooks and instructional equipment is estimated at \$10.00 per pupil, or a total of \$2,160.

ALTERATIONS TO ROOMS 103 AND 104, JUNIOR COLLEGE BUILDING, AND EQUIPMENT, \$13,300

Section B of the Balboa High School-Junior College group (built in 1934) was designed to provide for all science instruction. However, two of the rooms designed for future expansion were not fitted with furniture when the building unit was constructed. Section A, the first section of which is to be constructed in 1941, is primarily an academic classroom unit and will contain only two science rooms designed for the teaching of ninth-grade general science. The provision of these proposed additional science facilities, the physics and chemistry laboratory and the lecture room in section B is absolutely essential in order to provide for the increased enrollment in 1942 and changes will have to be effected during the summer and before school opens in September 1941. The estimated cost of alterations and equipment is as follows:

Alterations to room 103, and equipment, to convert it into a combined chemistry and physics laboratory:	
Alterations (including electrical and plumbing installations in students' tables).....	\$1, 200
Equipment (including students' stools and tables, instructor's table, and necessary appliances).....	9, 100
Total.....	<u>10, 300</u>
Alterations to room 104, and equipment, to convert it into a science lecture room:	
Alterations (including inclined floor and electrical and plumbing installations in lecturer's table).....	1, 150
Equipment (including instructor's table, students' chairs, and cabinets).....	1, 850
Total.....	<u>3, 000</u>

ADDITION TO SCHOOL SHOP BUILDING AND EQUIPMENT

The addition to the school shop provides an extension of the wood-working shop at the northeast end, to be 50 inches wide (the width of the existing building) and 36 inches long. This expansion is designed especially for the required work in the eighth grade of the junior high school. No power machines will be required, only work benches and hand tools suitable for the eighth-grade students. The large increase in enrollment occasioned by the Army, which was not anticipated at the time the school shop was planned, necessitates this expansion to avoid the discontinuance of the required course for eighth-grade boys, which it is believed is an important part of their general education as well as an exploratory course for those considering preparation for mechanical trades. The estimated cost is divided as follows:

Alterations and service costs.....	\$9, 500
Equipment.....	1, 500
Total.....	<u>11, 000</u>



## POLICE SECTION

## INCREASE IN PERSONAL SERVICES, \$12,924

To regrade 2 policemen to sergeants:	<i>Per annum</i>
Entrance rate for sergeants.....	\$2, 916
Standard rate for policemen.....	2, 628
Increase requested, \$576, or 2, at.....	288

At the present time there are two sergeants acting as roundsmen at each central police station, which only provides for 16 hours service. It is desired to provide 24-hour roundsman service at the central stations, which will require two additional sergeants, one at each station.

For 6 additional policemen at entrance rate of \$2,058 per annum..... \$12, 348

Two of these six will be required to take the place of the two men promoted to sergeants. There are also required four additional policemen at Silver City, Cristobal, to properly police this area due to additional quarters to house the increased laboring force and the cantonments constructed to take care of the victims of the Colon fire.

## INCREASE IN TELEPHONE SERVICE

To provide for the installation of 5 additional call boxes at \$96 per annum, due to expansion of residential and construction areas.

## FOR ADDITIONAL EQUIPMENT

To provide equipment for the additional policemen requested—6 men at \$35 per man, \$210. This equipment consists of:

Revolver.....	\$24. 00
Badge.....	3. 50
Handcuffs.....	6. 00
Club.....	1. 00
Whistle.....	. 50
Total.....	35. 00

## PROTECTION OF PROPERTY

Mr. CASE. In connection with police operations and things of that character, do you provide your own, what we might call, secret service, or does the F. B. I. give you any guard protection?

Governor EDGERTON. We provide our own service.

Mr. CASE. Have you had any particular problem of sabotage in the current situation?

Governor EDGERTON. No, sir.

## PROVISION IN THE MATTER OF EMPLOYMENT OF ALIENS

Mr. SNYDER. On page 78 of the subcommittee print, there is a modification suggested of the provision in the current appropriation act in the matter of the employment of aliens. What is the purpose or the effect of the change proposed, Governor?

Governor EDGERTON. The language inserted in the current act was not recommended by the Canal Administration, was believed to be very undesirable, and such representations as we could make were made by my predecessor and myself in opposition to express mandatory language of this nature. It is the general policy to employ Americans on the skilled positions, but circumstances change very rapidly, as we have seen during the last year or two. It is not consistent with the best management to have far-reaching definite rules that



cannot be modified under any circumstances set down to govern the employment of personnel on these very important works.

The natural difficulties of getting the work done are great enough without having unnecessary artificial obstacles added.

The Canal Administration believes that the authority of the President, which is rather complete in respect to matters of employment in the Canal organization, is sufficient to permit everything to be done that this legislation would require. Consequently it would limit the power of the President by imposing restrictions upon employment, rates of pay, and hours of work which it has never been regarded as desirable to adopt. They would add to the cost of the work without contributing to its progress, and particularly at this time, when there is a shortage of labor in the Canal Zone, would be very disruptive in preventing the use of the available supply to best advantage. One great disadvantage is that the provisions cannot be modified to meet conditions as they change from time to time.

MR. SNYDER. What was the reaction in the Canal Zone to the provision in the current appropriation act.

Governor EDGERTON. Reaction?

MR. SNYDER. Yes; among the personnel that would be affected.

Governor EDGERTON. They would, no doubt, favor the shorter hours and increased rate of pay. Generally speaking, the American employees already on the Canal would be affected unfavorably only in having the facilities that are now overcrowded still further congested by some additional American employees. No provisions for them have been made. It has not been possible to secure the necessary housing to take care of additional American employees. Roads and streets and hospitals and schools should be extended to correspond to any substantial increase in American population. They are not sufficient for the present population.

#### LABOR SITUATION

MR. SNYDER. What about your labor situation down there, generally—the supply, quality, morale, and so forth?

Governor EDGERTON. The supply of labor is short in many lines, even common labor. We have offered employment to all competent common labor that presents itself, and we have been compelled to get additional laborers from neighboring countries, some of whom have come themselves, and some of whom have been imported in the past year under contract which requires their return to their native country as soon as their work is finished.

There is generally speaking a labor shortage in the common and semiskilled branches and a shortage in many lines in the skilled classes.

MR. SNYDER. What about the morale of the people down there?

Governor EDGERTON. I think the morale of the American employees is good, but particularly with respect to the new employees, it is unfavorably affected by the lack of sufficient housing facilities, and the congested conditions that I have already referred to.

MR. SNYDER. Taking into consideration climatic conditions is a man able to do as much of the same kind of work there, in six or seven hours, as he would be able to do in New York or in Texas or in Arkansas or North Dakota?

Governor EDGERTON. I believe that the performance of a particular individual would be somewhat greater in the climate to which he is



accustomed, in the Temperate Zone, than in the Tropics. But the American employees render excellent service in the positions that they now occupy. If they were required to do extremely heavy manual labor exposed to the elements in the tropical climate, I think they would deteriorate physically at a rather rapid rate.

Mr. CASE. How long does it take a worker to become acclimated so that he reaches normal efficiency?

Governor EDGERTON. I think our American employees, in the class of work that they now do, obtain a high degree of efficiency in a relatively short time, 2 or 3 months, and they maintain it very well. But if they had to do other kinds of work, I am not confident that the same result would be obtained.

We have through the years developed a general scheme of employment in which the American worker does those things that the tropical workers cannot do, and assumes leadership in the things that are done largely by the semiskilled native tropical workers who assist. In most of the mechanical trades semiskilled helpers assist American employees in the work.

#### EFFECT OF PROPOSED CHANGE IN LANGUAGE IN RE-EMPLOYMENT OF ALIENS

Mr. CASE. I have two or three questions I want to ask you with respect to this change of language to which the chairman referred.

Referring to the proposed change of language in section 2, which would authorize the employment of certain persons notwithstanding the provision in the act of August 11, 1939, do you hold that the result of the proposed language will be to save money for the Treasury?

Governor EDGERTON. That particular provision is for the purpose of protecting our treaty obligations with the Republic of Panama. There should not be a prohibition in the statute which is contrary to our treaty agreement with the Republic of Panama.

Mr. CASE. Do you hold that the provisions proposed will contribute to expediting the work in progress?

Governor EDGERTON. It may be impossible to prosecute the work effectively without this change in language.

Mr. CASE. Do you feel the changes in the language proposed will result in economy?

Governor EDGERTON. The changes in language proposed for this year will result in economy as compared to the provisions inserted last year. The new language permits existing policies with respect to employments and working conditions to continue in effect. The former language placed restrictions upon employments and prescribed shorter hours and higher rates of pay than those now prevailing in a considerable number of positions. It would require the replacement of native tropical workers of less than 15 years' service, who are not citizens of Panama, by Americans. The direct and indirect costs entailed would be high.

Mr. CASE. If steps like these were taken, would there be any danger to the work in any increased likelihood of "fifth column" activities?

Governor EDGERTON. No, sir. The native tropical employees that would be affected are mostly of West Indian descent, and many are still British subjects at the present time. Of course, they are not dangerous. They are orderly, well behaved people naturally disposed



to be law abiding and to respect constituted authority and its institutions. They are not readily susceptible to foreign influence and their attitude toward the Canal is much like that of the Americans. Most of them would, no doubt, be American citizens if they could. But they cannot establish American citizenship by working or living in the Canal Zone.

#### CONSTRUCTION OF PROPOSED NEW LOCKS AND BYPASS CHANNELS

Mr. SNYDER. We have one more item, the new locks project. You are asking for \$34,932,000 of cash and \$79,000,000 of contractual authority. Tell us about this project, please.

Governor EDGERTON. Funds are requested under this item to finance fiscal year 1942 construction of the single-chamber locks and their necessary approach channels. The amount of \$34,932,000 is required to permit payments for materials and services received during 1942 but which have been or will be contracted for during 1941 in advance of appropriations in accordance with the provisions of the War Department Civil Appropriation Act, 1941, as well as for such work as it is proposed to initiate and complete during fiscal year 1942. At this time, authority is requested to enter into contracts for services and materials during fiscal year 1942 in the additional amount of \$79,000,000.

During fiscal year 1942 it is proposed to continue municipal, electrical, and building work within the camps where design and construction forces will be housed; to continue wet excavation of the approach channels and dry excavation at the sites of the lock structures; to advance relocation of the Panama Railroad at Gatun; to complete the main structure of Miraflores Bridge; and to continue with the detailed engineering work in connection with the design of the locks structures proper. Funds are also requested herein to meet such increased expenses of the operation and maintenance organizations of the Canal as are incurred due to the prosecution of this construction work. Expenditures will also be incurred for necessary service features such as spur tracks and wharves for unloading materials. An appropriation of \$34,932,000 is necessary for fiscal year 1942.

To insure proper delivery of necessary materials at such time as they are required, it is imperative that complete arrangements be made in advance of actual construction work. The Governor, therefore, requests authority to enter into contracts in advance of appropriation of funds for payment of cement, aggregates, and concrete construction, necessary for Gatun, Pedro Miguel, and Miraflores new locks structures. In addition, similar authorization is requested to provide inspection on contract material at all manufacturing plants involved. The total amount for which such authority is now requested is \$79,000,000.

Mr. SNYDER. The authorized cost of this project is \$277,000,000. Do you think you are going to be able to complete it within that amount?

Governor EDGERTON. We expect to be able to complete it within the estimate; yes, sir.

Mr. SNYDER. What about the rate of progress? What completion date are you looking forward to?

Governor EDGERTON. We think the completion date will be prior to June 30, 1946. It is not yet possible to fix the date closely, but



we hope to better that considerably. When the project was undertaken, it was expected to take about 6 years.

Mr. SNYDER. Have you reason to believe that cash demands during 1942 will amount to \$34,932,000?

Governor EDGERTON. Yes, sir. We have based that on rather detailed estimates which include a modest amount for unexpected contingencies, but we feel that this is the minimum amount that should be appropriated for the year. It is even probable that still further funds could be used to advantage and hasten the completion of the work to some extent.

Mr. SNYDER. Is there anything that you know of that this committee is in a position to do that would aid you in the performance of your responsibilities down there?

Governor EDGERTON. I think it is necessary to provide the funds as rapidly as they can be expended economically and wisely, and also to make a liberal contract authorization in order that when we are ready to let the continuing contracts it will not be necessary to delay on account of lack of authorization. So in our request for the contract authorization we have been fairly liberal. It may not be necessary to use the entire authorization.

Mr. SNYDER. My question applied to the activity in general.

Governor EDGERTON. I do not think of anything that has not been brought out in the hearing.

#### PANAMA RAILROAD

Mr. SNYDER. How is the railroad down there getting along?

Governor EDGERTON. The railroad is doing very well now. We have so much business that we have to increase the facilities very greatly, and we are a little behind on that. We bought 10 new locomotives last year to replace old locomotives that have been operating since the construction days. We have just placed an order for 6 more. We have about 100 new cars and we have all we can do to handle all of the traffic offered.

Mr. SNYDER. Is the railroad making money?

Governor EDGERTON. It is doing very well; yes, sir. The railroad will make a substantial profit this year.

Mr. SNYDER. Is the Panama Railroad Co. continuing to pay dividends?

Governor EDGERTON. The company paid a dividend of \$350,000 in December.

#### OPERATIONS OF STEAMSHIP LINE

Mr. SNYDER. Is the steamship line making money?

Governor EDGERTON. The steamship line is definitely in the black now. It usually is a little in the red, but it is now operating on a good financial basis.

Mr. SNYDER. Have the new boats had the effect of increasing your business and revenues?

Governor EDGERTON. They have made it possible to increase the passenger business considerably. But the requirements of the additional employees restrict the development of commercial passenger business considerably. The additional freight that we have to haul for the Canal and the Army and Navy could not have been handled with the old ships.



Mr. TERRY. Do you have a low operating cost on the new ships?

Governor EDGERTON. No, sir; there is a higher operating cost, partly due to the size and cost of the ships and consequent high charges for depreciation but also due to recent changes in the wages and salaries paid to shipping workers.

Mr. SNYDER. I notice from the balance sheet a sizable decrease in 1940 over 1939, in the reserves for accrued depreciation of property and equipment. What is the explanation of that?

Governor EDGERTON. You are referring to the railroad?

Mr. SNYDER. The Panama Railroad Co.

Governor EDGERTON. That is due to the expenditures for the three new ships. Their construction was financed without resort to borrowing, although the reserves which had been accumulated for the purpose of purchasing new ships were not sufficient to buy the three new ones, partly because ships cost more now than when the old ships were bought.

Mr. SNYDER. What is the length of the run now between New York and Colon?

Governor EDGERTON. The ships sail every Thursday at 4 o'clock and arrive at Cristobal on Wednesday morning.

Mr. SNYDER. That is 6 days. That is the same length of time as the old ships took, is it not?

Governor EDGERTON. No; the old ships took 8 days.

The old passenger ships ran on a bimonthly schedule, and these three ships have a weekly schedule, on the same route. The old ships made a round trip every 4 weeks.

Mr. SNYDER. Do they all carry the same tonnage?

Governor EDGERTON. Yes, sir.

Mr. SNYDER. How much more will these ships carry than the old *Cristobal*?

Governor EDGERTON. They do not carry any more tonnage than the old *Cristobal*. They carry slightly less per ship than the other ships carried, before it became necessary to decrease their draft due to their age and condition. We have three new ships replacing the old *Cristobal*, the old *Ancon* and the two small freighters. We are operating three ships instead of four, and the combined tonnage is about the same.

Mr. CASE. Governor, you spoke of the increasing profits or revenues from the railroad: Do you anticipate that the completion of the highway will have any effect on the receipts of the railroad?

Governor EDGERTON. Yes, sir; it will have an adverse effect, the magnitude of which I would not like to estimate. It may not be as great as one might suppose. It will have greatest effect, of course, on the passenger business, which is not the most profitable phase of the business.

Mr. CASE. In another bill, the independent offices appropriation bill, we are carrying quite a large sum for the Isthmian Highway: How far is that from the locks?

Governor EDGERTON. The principal part under construction is entirely within the Republic of Panama, so it is more than 5 miles from the Canal. It is outside of the Canal Zone. The portion of the road already built is from Panama City out to Madden Dam, and the section to be built is from Madden Dam to the city of Colon, a distance of about 25 miles.



Mr. CASE. How much mileage is to be built?

Governor EDGERTON. About 25 miles are to be built.

Mr. CASE. When that is completed, will it be of any particular service to the Canal administration?

Governor EDGERTON. Yes, sir; it will be of value to everybody concerned. It will be a great convenience.

Mr. CASE. Is it anticipated that it will have some transport value to the Army?

Governor EDGERTON. Yes, sir; it is regarded as being of very definite military value.

#### INCREASE FOR PERSONAL SERVICES—ATLANTIC AND PACIFIC LOCKS

Mr. CASE. In the estimates for operation and maintenance, I notice there is quite an increase in the item for personal services. For the Atlantic locks the amount is \$77,172, and for the Pacific locks \$113,424. Of course, we know that the revenue tolls have shown a marked drop since the war opened. What is the reason for the increase in personal services, while, apparently, the revenues or the demand for service on the Canal is decreasing?

Governor EDGERTON. The increase for personal services is required for the operation of certain improvements which have been made in the locks themselves. They have no relation to the growth of traffic, but additional operators are required to operate the new equipment over and above the personnel required previously.

Mr. CASE. In our discussion a year ago with General Strong, then in charge of the War Plans Division of the General Staff, I believe a remark was made to the effect that the operating radius from land base for a plan was about 1,000 miles. We had some discussion about the desirability of acquiring bases, and since that time we have leased some bases. I want to ask you with reference to the bases acquired at Trinidad, Antigua, Mayagwana, St. Lucia, and Jamaica, for use in connection with the Puerto Rican base. Would they give effective protection from any encirclement of the eastern approach to the Canal, from the aviation standpoint?

Governor EDGERTON. I think they would.

Mr. CASE. Do we have any comparable coverage of the approaches from the western side?

Governor EDGERTON. I do not think we have.

Mr. CASE. It would be just as bad to bomb the Canal from the back door as to bomb it from the front door.

Governor EDGERTON. Yes, sir.

Mr. TERRY. How far is Galapagos Island from Panama?

Governor EDGERTON. About 900 miles.

Mr. TERRY. How far is Cocos Island from the Canal Zone?

Governor EDGERTON. About 500 miles.

Mr. SNYDER. How large is the largest one of those islands, or how many square miles does it contain?

Governor EDGERTON. The largest is Albemarle Island which has about 1,500 square miles, I believe.

Mr. CASE. Do those islands have any suitable terrain for landing fields?

Governor EDGERTON. I think that suitable terrain for landing fields could be found on the islands.



Mr. CASE. Do they have good harbors?

Governor EDGERTON. They have a few good small harbors.

Mr. TERRY. Galapagos is owned by what country?

Governor EDGERTON. Equador.

Mr. TERRY. And Cocos Island?

Governor EDGERTON. By Costa Rica.

Mr. SNYDER. Governor, you have made a very clear and impressive presentation of the matter here, and we want to thank you for it. We not only wish you a pleasant trip home, but wish you a most successful administration down there at the Canal Zone. If this committee can be of service to you within the bounds of its jurisdiction, we will be glad to render it.

Governor EDGERTON. I appreciate that very much, and I hope the members of the committee will visit the Canal when you have the opportunity.

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WEDNESDAY, MARCH 19, 1941.

#### FLOOD AND POLLUTION CONTROL ON MAHONING RIVER

#### STATEMENT OF HON. MICHAEL J. KIRWAN, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF OHIO

Mr. SNYDER. Mr. Kirwan, I believe you desire to make a statement to the committee with reference to the flood control and pollution situation on the Mahoning River in the vicinity of Youngstown and Warren, and the relation of that improvement to national defense?

Mr. KIRWAN. Yes, sir.

Mr. SNYDER. The committee will be glad to have you make such statement as you desire.

Mr. KIRWAN. Mr. Chairman, the district I represent includes Youngstown and Warren, Ohio, and there are 65,000 steel workers employed in that district, which is now known as the Ruhr of America.

The steel plants and other industrial plants in that section along the river require the use of 800,000,000 gallons of water per day. The average low-flow yield of the river is something like 50,000,000 gallons a day. This water has to be used over 16 or 20 times a day.

Mr. SNYDER. For what purpose?

Mr. KIRWAN. To operate the steel plants. It requires 800 million gallons a day and the low flow is only 50 million gallons a day. It is estimated that in that river there are 40 million gallons of untreated sewage, and that water is also used 16 times a day.

Having in mind the condition which may exist next summer. Last summer 60,000 men in that district were only working 62 percent of the time, but today they are working 100 percent. They ran out of water last summer when they were working 62 percent, so how will they be able to continue this summer at a hundred percent? The Government is now spending \$22,000,000 on the headwaters of the Mahoning River, constructing the Ravenna Arsenal and that will take some water away from the industries.

The city of Warren drinks that water. We talk about school children, but the point is that in Warren the people are drinking that water with 40 million gallons of untreated sewage dumped into it.



Mr. SNYDER. How large is Warren?

Mr. KIRWAN. It has 50,000 population.

Mr. SNYDER. What is the population of Youngstown?

Mr. KIRWAN. The population of Youngstown is 180,000.

Mr. SNYDER. What do you suggest as a remedy for that situation which could be applied at once?

Mr. KIRWAN. The Government to build dams on the headwaters of the river.

Mr. SNYDER. How far would that be from Youngstown?

Mr. KIRWAN. Twenty miles.

Mr. SNYDER. How long do you think it would take them to build those?

Mr. KIRWAN. Six or seven months. We do not know how long the war will last, but if the war were over tomorrow they should build these dams because that is the only thing that will make us safe.

Mr. SNYDER. Have you called this matter to the attention of the Army engineers?

Mr. KIRWAN. They have already recommended it.

Mr. SNYDER. To whom did they recommend it?

Mr. KIRWAN. To Congress, but it has not been before this committee.

Mr. SNYDER. You say it is authorized?

Mr. KIRWAN. By the Flood Control Committee. The Board of Army Engineers in their report to Congress recommended it, and the President signed the bill of 1935 with a provision to construct a canal to Stuthes at a cost of \$37,000,000.

Mr. SNYDER. Do you mean this is a part of that canal?

Mr. KIRWAN. No; this is for a water supply for the steel plants.

Let me give you this picture, Mr. Chairman. In Warren there is manufactured 50 percent of all the electric cable manufactured in the United States that goes into the making of airplanes, steel boats, and automobiles. All the cables are manufactured in that town.

Mr. SNYDER. What would you suggest that this committee might do in order to help you in that predicament which you picture as existing in those communities?

Mr. KIRWAN. The bill that was presented to Congress yesterday provided that the money is to be set aside to help any nation that the President deems it advisable to help in the defense of the United States. My impression is that we should help ourselves a little bit now. I think we should provide for the spending of \$8,000,000 to help our own people first.

Mr. SNYDER. Is that the amount that has been suggested?

Mr. KIRWAN. \$8,000,000 would build the dams.

Mr. Chairman, I have here a statement addressed to the members of the Committee on Appropriations by the mayors of Warren, Niles, and Newton Falls, the engineer of Trumbull County, the secretary of the Warren Chamber of Commerce, the secretary of the Trumbull County Manufacturers' Association, the chairman of the Water Defense Committee, together with some exhibits, which I would like to have included in the record as a part of my statement.

Mr. SNYDER. Without objection, that statement and the exhibits will be included in the record.



(The statements and exhibits above referred to are as follows:)

MARCH 19, 1941.

*To the Members of the Committee on Appropriations.*

SIRS: The Mahoning Valley, extending from Newton Falls, Ohio, east to the Pennsylvania State line, a distance of approximately 30 miles, is frequently referred to as "The Ruhr" of America. It has a population of approximately 400,000 people. Its industry is in the main the production of iron and steel. In this industry there is invested more than a billion dollars. Its annual capacity exceeds 8,000,000 tons of pig iron, 10,000,000 tons of steel ingots and castings, and 13,000,000 tons of rolled products. In 1929 the value of its products exceeded \$440,000,000, and in 1941 will, it is estimated, exceed \$500,000,000. Until recently the Mahoning Valley was second only to Pittsburgh in the production of iron and steel. It has since been displaced by the Chicago district. Such plants as those of the Republic Steel Corporation, located in Newton Falls, Warren, Niles, and Youngstown; the Youngstown Sheet & Tube Co., located in Hubbard and Youngstown; the Carnegie-Illinois Steel Corporation, located in McDonald and Youngstown; the Sharon Steel Co., located in Niles, Youngstown, and Lowellville; the Thomas Steel Co. and the Brainard Steel Co., of Warren; the Mahoning Valley Steel Co. at Niles are all now engaged to a large extent and either directly or indirectly in assisting to meet the present defense needs of the country. The Copperweld Steel Co. of Warren, Ohio, a manufacturer of steel alloys, is now engaged 100 percent in defense activities. The Packard Electric Division of General Motors Corporation, which manufactures about 50 percent of all of the electric cable sets for automotive equipment and airplanes that are manufactured in the country, is largely engaged in defense work. Attached hereto and marked "Exhibit A" is a statement of the industries in and about Warren, prepared by the Honorable Robert H. Roberts, mayor of the city of Warren, which shows in some detail the industry centered in this one portion of the Mahoning Valley.

Large amounts of river water are required by these industries. Ground water in sufficient quantities is not available. The only source of water supply is the Mahoning River, which in periods of dry weather and low flow has upon occasions yielded as little as 20,000,000 gallons a day. While the latter is exceptional, the average low-flow yield is but 50,000,000 gallons per day. Yet the demands for industry alone are approximately 800,000,000 gallons a day. Thus the Mahoning River at its average low flow and within the short distance from Warren, Ohio, to the Pennsylvania State line is at the time of low flow used 16 times. The Ohio Public Service Co. requires 120,000,000 gallons of water a day in the generation of electric energy in its power plant at Warren. At times of low flow it recirculates all the water in the river, using it more than twice. The Republic Steel Corporation in its Warren plant alone requires 60 to 70 million gallons of water a day. As a result of this continuous reuse of the water, the summer temperatures of the river at Youngstown, prior to use by all the industries there located, frequently reaches a temperature of 120° F. The dire need of this "Ruhr" of America for additional water is thus apparent.

The cities of Niles and Youngstown organized, in 1928, The Mahoning Valley Sanitary District, which now supplies their needs for domestic water from a reservoir on Meander Creek. The city of Girard and the village of Newton Falls procure their domestic supply from deep wells. How long these wells will last in face of the receding water table in Ohio is problematical. The city of Warren, with a domestic requirement of from four to five million gallons of water a day, obtains the same from the Mahoning River. The cost of cleaning, cooling, softening, and purifying the water is such that in view of the constant increasing demand for water it is imperative that it seek a supplemental or entirely new source of supply. Experimentation with underground water has so far been unsuccessful. Low-flow periods coupled with intense industrial activity and the dumping of untreated or partially treated industrial wastes into the river impart an acid characteristic to the stream, damaging water intakes, pumps, and other equipment. During such periods total hardness in excess of 300 parts per 1,000,000 is encountered. On two occasions, once in 1929 and again in 1930, the hardness approached 400 parts per 1,000,000 at Youngstown.

None of the cities in Ohio bordering upon the Mahoning River has sewage-disposal plants of any kind. In the short distance of 20 miles from Warren to Youngstown there is discharged into the Mahoning River about 40,000,000 gallons of untreated domestic sewage a day. If it were not for the simultaneous discharge of industrial acid wastes the river would be a highly offensive stream due to the natural decomposition of sewage matter. In fact in August of 1930 when there was but little industrial activity the river at Youngstown was black in color,



boiling and bubbling with putrefaction and giving off offensive sewage odors. Sewage-disposal plants must soon be built and it has been estimated that such plants will initially cost the Mahoning Valley approximately \$6,000,000, not including the cost of intercepting sewers and collecting appurtenances.

Recently the Federal Government saw fit to locate what is known as the Ravenna Arsenal on the west branch of the Mahoning River. This arsenal is now under construction, with some 7,000 people engaged in the building thereof. It is anticipated that by August of 1941 some 10,000 to 12,000 people will be there employed, and the probabilities are that most of them will take up their residence in Newton Falls and Warren. A defense housing project is now under way in the city of Warren to house some of these employees, and the city of Warren has agreed to furnish water and sewer facilities for the occupants thereof. All waste matters and sewage from the arsenal and its employees will be dumped into the Mahoning River about 9 miles above Warren, and despite the fact that disposal plants are being installed at the arsenal the Mahoning River will be further polluted.

What is needed is additional reservoirs on the headwaters and tributaries of the Mahoning River. At the present time only one such reservoir exists, to wit Lake Milton, having a storage capacity of 9,000,000,000 gallons of water. This was built in 1913 by the city of Youngstown to regulate the flow of the Mahoning River from which it was then obtaining its domestic as well as industrial water. Prior to the construction of Milton Dam the river flow in dry periods was as low as 5,000,000 gallons a day. Since the construction of Meander Dam and its completion in 1931 or 1932 Milton Dam has been used to regulate the flow of the Mahoning River for industrial purposes. Even with Milton Dam, the flow in the summer months and dry periods is as low as 50,000,000 gallons a day on the average. Another dam site is available above Lake Milton at what is commonly referred to as Berlin, where a reservoir can be created capable of impounding from six to eighteen billion gallons of water, depending upon the height of the dam.

Another site is available on the west branch of the Mahoning River at Charleston, where a reservoir capable of impounding 8,000,000,000 gallons of water can be built. A third site is available on Mosquito Creek, a tributary of the Mahoning River, the reservoir capacity of which is 36,000,000,000 gallons of water. A fourth site is on Eagle Creek, the capacity of which is 6,000,000,000 gallons of water. If these reservoirs were built and used for the purpose of regulating the flow of the Mahoning River, the average low flow could be increased from 50,000,000 gallons a day to 300,000,000 gallons a day, just one-third of the average daily amount required to supply the needs of the many industries located in the 30-mile stretch from Newton Falls to the Pennsylvania State line. A low flow of 300,000,000 gallons a day would so dilute the sewage now discharged into the river as to make it unnecessary to build complete sewage-disposal plants. Partial-treatment plants would suffice and they can be built and subsequently operated at one-half the cost of complete treatment plants. Such reservoirs would also so retard floodwaters and could be so operated as to guarantee to the Mahoning Valley freedom from flood.

Mahoning Valley has its fingers crossed. Its fear is not enough or too much water. If the one and only reservoir—Milton Dam—should be sabotaged, or if the summer of 1941 should be unusually dry, or if an unusual rainy season with its attendant floods should intervene, it could not make the contribution it is now making or the contribution it is expected to make to national defense. The Mahoning Valley is one of the chief sources of supply for all items of national defense. Without steel there can be no airplanes, motors, guns, battleships, tanks, or shells. Steel cannot be made without water or in a flooded area. The crippling of the Mahoning Valley means the severing of one of the main lifelines of national defense. It is no answer to say that reservoirs cannot be built overnight. Neither can battleships, airplanes, or any other item of national defense.

And who is the prophet who can foretell the duration of the present emergency? Moreover, the present emergency is not the last one that will ever confront us. How soon another will follow the one now existing we do not know. Reservoirs on the headwaters of the Mahoning River are lasting and permanent improvements which will guarantee to our Government the full productive capacity of the Mahoning Valley at all times to come. To build them is to guarantee that the foundation upon which present and future national-defense programs rest will support the superstructure. It is safe to say that the success of any defense program is dependent at least to the extent of 40 percent upon the productive capacity of the Mahoning Valley. The expense is not great. According to engineers who have heretofore studied the problem, no one of the four reservoirs



suggested will cost more than \$4,000,000. All four can be built for \$12,000,000, a small price to pay to meet existing emergencies and to insure a firm foundation upon which to rest in meeting future problems.

Mahoning Valley on behalf of the Nation respectfully implores your earnest consideration and assistance.

Respectfully submitted.

ROBERT H. ROBERTS,  
*Mayor of Warren.*

WILLIAM P. KEARNEY,  
*Mayor of Niles.*

ELMO W. BAILEY,  
*Mayor of Newton Falls.*

HARRY L. DITTMER,  
*Engineer of Trumbull County.*

DON DAWSON,  
*Secretary of the Warren Chamber of Commerce.*

KARL B. DODGE,  
*Secretary, Trumbull County Manufacturers Association.*

H. H. HOPPE,  
*Chairman, Water Defense Committee.*

#### EXHIBIT A

MARCH 19, 1941.

TO THE MEMBERS OF THE COMMITTEE ON APPROPRIATIONS,  
*Washington, D. C.*

HONORABLE SIRs: The Warren district, located entirely within Trumbull County, contains approximately 60 industrial plants; of these 45 are located in Warren, Ohio.

The 60 industrial plants are now employing in excess of 28,000 employees; the 45 industries in Warren are employing in excess of 20,000.

The major industries together with their products are as follows:

*Actna Standard Engineering Co.*—This company manufactures tin-mill machinery and at the present time are manufacturing gun carriages for the United States Army.

*Air Reduction Sales Co.*—Manufacturers of acetylene and other gases vital to welding. Oxyacetylene and electric cutting and welding equipment.

*American Welding & Manufacturing Co.*—Steel products fabricated by electric butt, spot, arc, or gas welding. This company is now in a period of a \$100,000 expansion due to national defense orders for Army tank parts.

*Associated Box Co.*—Manufacturers of wood boxes, crates, and platforms. The major portion of this company's products are used by steel manufacturers and so are instrumental in the defense program.

*Beaver Pipe Tools, Inc.*—Pipe cutters and threaders, bolt threaders, reamers, vises, and so forth. This company is making products for the United States Department of the Interior, the United States Army at Fort Banks, Fort Bragg, Fort Leavenworth, Fort Mason, and the United States Navy as well as a long list of industrial users.

*Brainard Rivet Co.*—Manufacturers of steel rivets.

*Brainard Steel Corporation.*—Cold rolled, and both cold and hot rolled electro-galvanized strip steel.

*Copperweld Steel Co.*—Electric furnace and open-hearth alloy steel billets, bars, and rods. Aircraft, stainless, and special tool steels. This company, in production for less than 1 year, now employs in excess of 1,500 employees and its entire output is going to the United States Navy and manufacturers of aircraft for the Army and Navy. Within the next year this company, now in third place as a producer of electric furnace alloy steel, will, upon completion of additional furnaces, greatly advance its production capacity.

*Denman Tire & Rubber Co.*—A full line of pneumatic tires including truck tires, and pressed rubber goods. Manufacturers of bumper rubber for pressed steel companies and rubber covering for industrial steel rolls.

*Federal Machine & Welder Co.*—Resistance welding machines including spot welders, projection welders, roll seam welders, butt and flash welders and special welding machines.



At the present time this company is manufacturing shell-turning lathes for the turning and boring of projectiles. This firm is almost exclusively working on national defense having recently received Government orders for airplane factories, navy yards, and munitions plants in excess of \$150,000.

*Flexible Road Joint Machine Co.*—Surfacing and joint installing machinery for concrete highway construction.

*General Fire Extinguisher Co.*—Automatic sprinkler fire protection systems; power and industrial piping, and piping supplies, a good share of which is being used in airplane hangars.

*Heltzel Steel Form & Iron Co.*—Road building and construction equipment. Steel mill and fabricated structural, annealing furnaces, heavy welded steel machinery parts and fabricated steel from one-eighth inch to 18 inches in thickness.

*Hilton Steel Co.*—Plate, fabricated-steel equipment, machine bases, rubber covered, and lined steel equipment used by steel and chemical industries.

*Hull Manufacturing Co.*—Magnetic compasses of many types now being used on trucks, combat cars, tanks, boats, and aircraft.

*Lennay Machine & Manufacturing Co.*—Manufacturers of variable-speed transmissions.

*Mullins Manufacturing Co.*—This company is now working on a \$6,000,000 order of the United States Government of deep-drawn anti-aircraft shells. This company's regular products are vitreous enameled sinks, bathtubs, lavatories, synthetic enameled kitchen equipment and general stamping contract work, a good share of which is being used in army cantonments and defense housing.

*Oakes Bronze & Aluminum Co.*—Manufacturers of castings in electrolytic and casting copper, aluminum and its alloys, brasses, and bronzes of any analysis and to specifications; Mallory alloys of hardened copper, cast iron, semisteel, nickel-iron and nickel-chrome iron; also pattern service in both wood and metal.

*Ohio Corrugating Co.*—Manufacturers of steel drums; capacity 2 to 60 gallons both tight and open head; also steel pails, capacity 2 to 10 gallons both tight and open head; also sanitary containers for foods up to 60 gallons.

*Ohio Lamp Works of General Electric Co.*—Manufacturers of incandescent lamps; 200 watt to 1,500 watt inclusive; also many special types.

*Packard Electric Division, General Motors.*—This company, a division of General Motors Corporation, manufactures 50 percent of all automotive electric cable used by the automotive and aircraft industry. At the present time this company has just completed a large addition to their Warren plant for the express purpose of manufacturing aircraft shielded and unshielded electrical ignition, starting and lighting cable per Army and Navy specifications; also radio shielded loop and antenna cable assemblies. This firm has doubled its employment due to national defense.

*Peerless Electric Co.*—Manufacturers of fractional to 10-horsepower motors, also exhaust fans and blowers. This company has large defense contracts.

*Reed Iron & Steel Co.*—Manufacturers of steel building supplies.

*Republic Steel Corporation.*—The Warren district of the Republic Steel Corporation manufactures 95,000 tons per month of finished steel and employs in excess of 6,000 employees. Their products are classified as hot and cold-rolled carbon, silicon and stainless strip steel; carbon and silicon steel sheets; tin,terne, black, lacquered, and coated terneplate steel. It is hard to estimate the percentage of this company's products that is going into direct defense items but it is safe to assume that by far the greatest percentage is being so used. At present it is estimated that Republic Steel of Warren uses 60,000,000 gallons of water per day.

*Schaefer Equipment Co.*—Manufacturers of drop forged railroad equipment.

*Seminole Pigment Co.*—Manufacturers of pigment for ceramic, industrial paint and mortar color trade. This product is used for iron, steel, and wood.

*Standard Transformer Co.*—Manufacturers of distribution and power transformers (oil or pyranol filled), instrument transformers, general purpose dry-type transformers, auto transformers, street-lighting transformers, testing transformers, and special transformers. This company is now working on Navy contracts.

*Sunlight Electric Division, General Motors.*—Manufacturers of alternating-current fractional-horsepower motors.

*Halsey W. Taylor Co.*—Manufacturers of water coolers, both ice and electric, drinking fountains, valves, and fittings.

*Taylor Winfield Co.*—Spot, butt, flash, seam, and resistance type electric welding machines. This company's engineering department and laboratory has designed and is now making hydromatic, hydrospeed, and hi-wave machinery for welding aluminum which is being used in the manufacture of airplanes for both Army and Navy.



*Thomas Steel Co.*—Cold-rolled, zinc-coated, copper-coated, nickel-coated, brass-coated, tin-coated, and painted-strip steel.

*Trumbull Bronze Co.*—Brass, bronze, copper, and aluminum castings.

*Trumbull Lamp Works of General Electric.*—Sealed-beam headlamps and special incandescent lamps.

*Trumbull Manufacturing Co.*—Manufacturers of tankcar fittings, machine equipment, fabricating products and complete steel-mill equipment.

*United States Gypsum Co.*—Manufacturers of metal lath, steel building supplies and expanded metal and accessories for partition and reinforcing.

*Van Huffel Tube Corporation.*—This company's products consist of all types of tubing such as open-seam, tight-butt, lock-seam construction and welding tubing, made from cold-rolled, hot-rolled, stainless and alloy steel.

*Warren City Tank & Boiler Co.*—Welded or riveted steel plate fabricated storage or pressure tanks, bins and hoppers.

*Warren Tool Corporation.*—Manufacturers of forged tools; commercial heat treating, drop forging, and upsetting.

*Wean Engineering Co.*—Processing equipment for the manufacture of sheet strip and tin mill products.

This imposing and important list of manufacturers all located in Warren, is dependent for power on the Ohio Public Service Co. This company is now capable of producing 80,000 kilowatts of capacity which is entirely insufficient and which capacity cannot be increased due to the lack of water available from the Mahoning River.

Nine miles west of Warren, Ohio, and serviced from this district, is being constructed an ordnance plant where 12,000 employees will be working on shell loading by August of 1941. This plant will need ample water as will its employees. This plant will require 5,000 kilowatts that is to be supplied from the Warren plant of the Ohio Public Service Co.

A survey of Warren industry made in November 1940, indicated that at that time 14 percent of the total industrial employees were engaged on national-defense orders. Recent estimates indicate that 20 percent are now so engaged, but under the broadest heading of national defense, both direct and indirect, it is safe to say that 60 percent of Warren's industrial employees are so engaged.

Warren's industries need power to produce that which is being asked of them for national defense. It takes water to give industry the necessary power. It is not at all far fetched to say that Warren's manufacture of defense items is dependent upon its ability to secure an adequate water supply.

Respectfully submitted.

ROBT. H. ROBERTS,  
Mayor, City of Warren, Ohio.

FRIDAY, MARCH 21, 1941.

DEEPENING CHANNEL AT OSWEGO, N. Y.

# STATEMENT OF HON. FRANCIS D. CULKIN, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF NEW YORK

Mr. SNYDER. Gentlemen of the committee, we have with us our good friend and colleague, Mr. Culkin, who I believe has a statement he would like to make to the committee at this time. You may proceed, Mr. Culkin.

Mr. CULKIN. Mr. Chairman, I appear in behalf of one of the items that was in the so-called rivers and harbors national defense bill, which was Public, No. 868, providing for the deepening of the channel at Oswego, New York, harbor. This item was not budgeted and was not included in the national defense rivers and harbors appropriation bill that has just passed the Congress.

Mr. POWERS. Do you know why, Mr. Culkin?



Mr. CULKIN. Well, that fact is shrouded in considerable mystery, as I will attempt to develop. We know that the hand of the potter shook somewhere, and where it was we cannot quite understand.

I have here the report of the project as developed by the engineers. I thought you might like to look at that. There is a map in the back of the report which shows the lay-out.

The history of the project is something like this: In 1937, in response to the President's urge that pools of power be created that would be available for the manufacture of munitions, the Central New York Power Co. started to build a steam-electric station at this harbor. The original program was for one unit, which would develop approximately 100,000 horsepower. After the completion of the first unit, a second unit was added and the plant now is completed and in operation, that is, two units of it, which will develop 200,000 horsepower, which is approximately about one-third of the development on the American side of Niagara Falls.

The matter was duly presented to the engineers and they recommended it in Document No. 96. The engineers found in this document that the project was economic and that, if it was consummated, there would be a saving of approximately \$130,000 a year per unit on the transportation of the coal that was used in this plant.

I will say for the benefit of the gentleman from Pennsylvania, Mr. Snyder, I do not know whether he has any coal in his district, or not—

Mr. SNYDER. A lot of it.

Mr. CULKIN (continuing). The proposition was to bring this coal from the Pennsylvania mines up to Lake Erie ports and, if you will look at the lower insert on the map in the back of that document, you will see the relative relation of Oswego to the coal mines.

Mr. TERRY. What is peculiar in the nature of the Oswego area that would determine the location of a coal plant there, instead of at some other place? There is not any hydro site there, is there?

Mr. CULKIN. No; this 200,000 horsepower that is now created goes into a pool of power that serves central New York. You will remember that 3 years ago the President was earnestly discussing the creation of pools of power and the necessity for such development. This Oswego development helps take care of all of the highly concentrated industrial area between Buffalo and Schenectady.

Mr. TERRY. You are putting it at Oswego as a sort of central point for that great industrial region there; is that the idea?

Mr. CULKIN. Yes. On the creation of steam power.

Mr. TERRY. I am just trying to arrive at why it was put at Oswego, instead of at some other place.

Mr. CULKIN. Presumably, one of the principal reasons was it offered low-cost transportation, with the resulting saving on the operation of these two units.

Mr. TERRY. You mean transportation on the lake?

Mr. CULKIN. Yes; on the lake. In other words, the coal was brought from the mines by rail to Lake Erie ports and thence by boat from Lake Erie ports.

Mr. TERRY. How far is that from the coal region that you intend to tap?

Mr. CULKIN. Well, it is about 200 miles, approximately, from the mines to the Lake Erie ports. Then it goes by water through Lake



Erie, through the Welland Canal down to Oswego. The engineers say the saving on that would be approximately \$260,000 per year for the two units. These two units will consume 300,000 tons of coal annually in the creation of power, and that power then goes into the industrial area reaching from Buffalo to Schenectady.

Mr. SNYDER. A distance of how far?

Mr. CULKIN. Well, I should say it is a radius of about 200 miles, probably more, but it includes Buffalo, and the intervening area from Syracuse to Schenectady, and all of those various intervening cities, all of which are highly industrialized and available for making munitions.

Mr. POWERS. You say this is a national defense project. Is it labeled as such?

Mr. CULKIN. Yes. It so passed the House and Senate.

Mr. POWERS. Has this New York power outfit, whoever they are, spent considerable money on what they have done, with a view of obtaining the funds that you are now asking for?

Mr. CULKIN. Yes. There was a sort of implied promise, probably to some extent given by myself, knowing the mechanics of this type of authorization and appropriation, that if they should make out a case before the engineers and the engineers recommended it, the matter would be reported favorably, at least authorized preliminarily and then following that authorization the appropriation would come if the plant was established. If you will examine the document, you will find the whole thing is contingent upon the utility company building this plant. They have built the plant at a cost of about \$18,000,000.

Mr. TERRY. Who has done that?

Mr. CULKIN. The Central New York Power Co.

Mr. COLLINS. What is the total cost of the project?

Mr. CULKIN. The project is approximately \$1,000,000. It consists of deepening the channel and the west harbor from 16 feet to 21 feet. It is in rock. That will give them a channel 250 feet wide. And on that construction, the document requires a contribution of \$750,000 from the utility. In other words, they must take care of the shore line and they must establish a turning basin at the west end of it.

As I say, following the normal course of authorization and appropriation, I told them they were safe in doing that, but now the sum is not budgeted and General Robins tells me there is no money that will be available this year, on account of the going work.

Mr. COLLINS. But the legislative branch is still occupying a slight function.

Mr. CULKIN. I am very glad to hear that, Mr. Collins.

I want to call the committee's attention to a rather significant letter that was written on this proposition by the Federal Power Policy Commission. The mechanics of this national-defense rivers and harbors bill was something like this: The engineers queried the various departments for suggestions as to what constituted national defense, and, among other outfits, they wrote to the Federal Power Policy Commission, which is composed generally of people who are sold on the proposition that public ownership is the cure for some of our ills, including Mr. Ickes, Mr. Lilienthal, and other gentlemen. Now, they wrote a letter to General Robins on May 29, 1940. I will just read the pertinent parts of it.



Studies by the staff of the National Power Policy Commission show that the steam-electric station now being constructed by the Central New York Power Corporation at Oswego will be greatly needed for national-defense purposes to assist in supplying electric energy to basic industries and war-material plants in the Buffalo-Rochester-Schenectady war-materials area. In fact, without a further extension of generating capacity, this area today is short of the capacity required to carry the probable war load.

Then they go on further endorsing this particular project and add:

The proposed improvements in the Oswego Harbor should therefore be included among the rivers-and-harbors projects having a definite national-defense value.

Now, it seems to me that is a complete endorsement of the project as a national-defense project coming from the high-powered experts of the National Power Policy Commission.

Mr. SNYDER. Thank you very much; the committee, I am quite sure, understands what you have in mind, Mr. Culkin, and will give it every consideration.

Mr. CULKIN. I thank you very much, gentlemen, for hearing me and will greatly appreciate favorable action on this project.

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FRIDAY, MARCH 21, 1941.

PROVIDING ADDITIONAL GENERATING UNITS AT BONNEVILLE

STATEMENT OF HON. HOMER D. ANGELL, A MEMBER OF  
CONGRESS FROM THE STATE OF OREGON

Mr. SNYDER. The committee will now be glad to hear our colleague, Mr. Angell.

Mr. ANGELL. As you know, I am here in the interest of the Bonneville project, which is in my district, on the Columbia River. In the Budget there is \$7,170,000 for continuing this work. Of course the question was raised last year and has been raised continuously whether or not we are building ahead of the times and demand for power in that territory, but this last year has shown, particularly in the war demands, that we are going to be clear behind our needs even when we complete the 10 units at Bonneville and the project at Grand Coulee, too.

Mr. COLLINS. In other words, what you want is the Budget estimate?

Mr. ANGELL. That is it. I think it is amply justified, and I would like to submit some evidence in support thereof.

Mr. SNYDER. We will be glad to have it and are glad to have the evidence that you think the power will all be consumed.

Mr. ANGELL. There is no question about that. In fact, Mr. Ickes has recently turned down an application of the Aluminum Co. of America because there was not sufficient power to give to everybody demanding it, and he did not want to give it all to one.

Mr. TERRY. If you had not had the national-defense program to come through, would there be a surplus of power?

Mr. ANGELL. I do not believe there would, because natural developments in the growing Northwest have shown that it would be necessary anyway to meet the demand for power.



When the requests for appropriations for constructing additional generating units in the Bonneville project were before the House last year, some concern was evidenced by some of our colleagues as to whether or not we were not building beyond the demands for power in this area. I urged upon you at that time the early completion of the project and presented estimates showing that we would need not only the power which would be produced by completing these units but would need additional power in order to carry forward our defense program. Time has proven these predictions true. We are now having difficulty in the Northwest to provide sufficient power from Bonneville and Grand Coulee, when it shall be put into production, to supply the demands for power not only for carrying forward the defense program but to provide for local needs.

Last May 8, I outlined in an extended speech, appearing on page 8867 of the Record, the relationship of modern metal production and low-cost power. In this discussion I analyzed the defense-metal situation and suggested that the low-cost Columbia River power be coupled to our natural resources in order to provide for our metal independence and to furnish pay rolls. What has happened since bears out the defense needs I predicted.

You have before you today an item appearing in the War Department civil functions budget for \$7,170,000 to continue work on Bonneville units 7 to 10, inclusive. These units were originally authorized in a deficiency bill last fall, and the present Budget item is to cover continuation of this work during the next fiscal year. I have appeared before you to urge full consideration of this item, and I want to outline at this time the need for the early completion of these units.

From official records I find that contracts have been executed by the Bonneville administrator for prime power totaling 278,452 kilowatts. Of this amount the project has 6 industrial consumers totaling 226,500 kilowatts; 23 contracts with public agencies totaling 20,452 kilowatts; and 2 contracts with private utilities totaling 31,500 kilowatts. I understand from these same official records that 13 different defense metal prospects, with total loads ranging from over 150,000 to 285,000 kilowatts are under active negotiation. Also, it has been estimated that in addition to these defense requirements to be supplied from the Bonneville circuits, an additional 75,000 kilowatts will be needed to supply the capacity deficiency of the public and private systems during the peak 1941 season. The in-sight power requirements, the largest part of which represents very vital defense metals, will therefore exceed the ultimate capacity of Bonneville plant. Right now the Bonneville aluminum construction is in process which will produce about one-half of last year's aluminum production.

It will represent from one-quarter to one-third of this metal requirements for our airplane program. This shows the important part that Bonneville plant is playing in national defense. A bottleneck is developing in our defense program due to lack of sufficient aluminum.

Now let us compare these in-sight loads with scheduled plant capacity. To date Bonneville units 1, 2, 3, and 4 are completed, totaling 194,400 kilowatts. In December of this year, units 5 and 6 will be completed, bringing the total installed capacity up to 302,400 kilowatts. Unit 7, which this appropriation covers, together with the remaining three, is scheduled for service about the end of 1942. The remaining units are scheduled for 1943. These plant schedules and



loads and power demands show the necessity for this appropriation in order to provide the great power necessities of the Pacific Northwest. Without this power the defense program must be curtailed. This country needs every kilowatt of low-priced hydro power that can be had, in order to produce the equivalent quantity of strategic metals that our defense program requires. The shortage of aluminum caused the lag in French airplane production. We now know what this produced. It may represent the difference between victory and defeat.

I therefore urge your favorable consideration of this Budget item. I thank you for your past consideration. Last year I addressed you on the basis of prepared load estimates. These early estimates I gave you have been more than fulfilled, and I feel that in the light of these facts it would be most unfortunate, particularly in the interest of national defense, not to provide the necessary funds to carry this project to early completion.

I thank you for your attention and consideration.

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FRIDAY, MARCH 21, 1941.

PROPOSED HIGHWAY TO ALASKA

STATEMENT OF HON. ANTHONY J. DIMOND, DELEGATE IN CONGRESS FROM THE TERRITORY OF ALASKA

Mr. SNYDER. Now we have before us our colleague, Mr. Dimond, of Alaska. If you have a prepared statement, Mr. Dimond, we would be pleased to have you file it and then just give us the gist of it.

Mr. DIMOND. I have not any written statement, Mr. Chairman, but, to save the time of the committee, I would like to make a very brief statement and then supplement it with a written statement to put in the record.

Mr. SNYDER. That will be all right.

Mr. DIMOND. The project in which I am particularly interested is that of having a highway built to Alaska. I know, Mr. Chairman, from your own speeches on the Floor, that you are also interested in this.

Mr. SNYDER. I think you are right.

Mr. DIMOND. And you have a wide knowledge of this subject. In my judgment, it is highly important to the national defense, perhaps of outstanding importance if, by a series of events, which we pray will never happen, the British Fleet should get into the possession of Hitler and our fleet should go to the Atlantic Ocean.

Mr. COLLINS. Well, fleets have not been very effective so far.

Mr. DIMOND. They have not been very effective so far, but as long as our fleet is in the Pacific Ocean, Mr. Collins, I think the supply of our Army and Navy bases in Alaska is a comparatively simple problem. But if our fleet goes to the Atlantic Ocean and if by another chance the Panama Canal should be blocked, why, the only thing we could do would be to fight with our forces in Alaska as long as they had ammunition, and then quit and get out.

Mr. SNYDER. In your judgment, can Alaska be developed as a real asset to the United States?



Mr. DIMOND. I think it never will be—it perhaps can be, but never will be developed as a real asset to the United States, unless we have a road to Alaska. That is the first requirement. I put it down as the first priority to develop Alaska, and the first priority of the national defense so far as Alaska is concerned.

Mr. SNYDER. Do you think Canada would be willing right now to give us the right-of-way to go through that portion of the Dominion of Canada necessary in constructing such a road?

Mr. DIMOND. I am not at all certain about that. I do know in the past, before the present war broke out in Europe, Canada would not do that—would not do anything, as a matter of fact.

Mr. SNYDER. Do you think now is a good time to go after it, and see if they would not give us a right-of-way for 999 years?

Mr. TERRY. Or would sell it outright?

Mr. DIMOND. They probably would not want to sell it, but they might lease it, which would save their own sovereignty rights.

Mr. COLLINS. Do you mean to come before this committee and urge the United States Government to build a highway from here to Alaska?

Mr. DIMOND. Oh, yes; I do—very definitely.

Mr. COLLINS. I have been one of the strongest friends of Alaska over a long number of years, but, from a military standpoint, I am very frank to tell you I do not see where there would be any advantage whatever in such a project.

Mr. DIMOND. In having a highway to Alaska?

Mr. COLLINS. That is right.

Mr. DIMOND. Well, to answer that adequately would take more time of this committee, I am afraid, than they could give me.

Mr. TERRY. How many miles is it?

Mr. DIMOND. There would be about a thousand miles of road to build.

Mr. TERRY. From where to where?

Mr. DIMOND. From Hazelton, in British Columbia, to Fairbanks, Alaska—to a point within 100 miles of Fairbanks.

Mr. COLLINS. I think we ought to spend a little money at home.

Mr. TERRY. Well, Alaska is home.

Mr. COLLINS. But Canada is not home.

Mr. DIMOND. A man by the name of C. C. (Slim) Williams has made two trips over the route of that proposed highway to Alaska, and he recently sent me a written statement which I ask leave to put in the record, giving a description of the route.

Mr. SNYDER. That may be incorporated.

Mr. DIMOND. Thank you very much.

Mr. COLLINS. As a matter of military defense, people I know who know Alaska contend that the reason we cannot be attacked from Alaska is because there are no highways in Alaska over which an enemy can move and the very fact there are not any roads there is one of the strong reasons that has been urged as to why this country cannot be attacked through Alaska.

Mr. DIMOND. I do not want to take up the time of the committee now, but I will try to make an answer to that in my written statement. The answer is that Alaska, with respect to the United States, is like Norway is with respect to Great Britain. Alaska in the possession of the enemy is a perfect jumping-off place to attack the United States.



It is even more important, or just as important as Honolulu is to Hawaii.

Mr. COLLINS. You cannot attack the United States from Alaska unless you have something on which to live and roads over which to travel, and machine shops in which to repair the engines of destruction, and so on. You cannot just make things out of thin air.

Mr. DIMOND. What about air power?

Mr. COLLINS. Well, air power does not ride over roads.

Mr. DIMOND. But air power in the possession of the enemy can attack by air.

Mr. COLLINS. Well, you cannot bring an army into this country by air.

Mr. DIMOND. I do not know about that.

Mr. COLLINS. And, another thing, when you have air power, you have to have bases, and bases mean machine shops in which you can repair the airplanes and the engines in the airplanes and parts of the airplanes. You just cannot get a bunch of Eskimos and repair four or five hundred airplanes.

Mr. DIMOND. No, sir.

Mr. COLLINS. And you cannot tie them together with a piece of reindeer skin, either.

Mr. DIMOND. But Alaska is within 54 miles of Siberia, and if we lose control of the Pacific Ocean, there will be no time at all, unless we have defenses there, until the enemy is in possession of Alaska.

Mr. COLLINS. Even then, they have to live.

Mr. DIMOND. Right.

Mr. TERRY. How far is the westernmost part of Alaska from any inhabited part of Asia?

Mr. DIMOND. There are not many inhabitants in northeastern Siberia.

Mr. TERRY. What is the first town over there?

Mr. DIMOND. Nome.

Mr. TERRY. I mean on the other side.

Mr. DIMOND. I do not know the name of that, but there is another town corresponding to Nome, a few hundred miles away.

Mr. TERRY. The Russians are talking about building some submarines over there.

Mr. DIMOND. The Russian Government has developed quite a large naval base and particularly a submarine base on Bering Island. That is about 280 miles from our nearest island in the Aleutian chain.

Mr. COLLINS. That is a long ways from Nome.

Mr. DIMOND. That is a long ways from Nome; that has no relation to Nome. Nome is farther north in the Bering Sea, but our territory does extend in that direction.

Now, I would like to make the following statement:

The Territory of Alaska, in my judgment, is of highest importance with respect to national defense because at its northwest extremity it extends within 54 miles of Asia, at the end of its Aleutian Islands it lies within 700 miles of the Japanese Archipelago, at its southeastern extremity it is only a little more than 700 miles from the State of Washington, and for a thousand miles or more it actually borders upon the Dominion of Canada which is equally within the sphere of our national defense responsibilities.



It is true that if on the other side of the Pacific Ocean we had as neighbors nations which by history and tradition and by recent action could not be considered aggressors, there would be little point in maintaining large military installations in Alaska. But in recent years, we have seen what has happened to China, to Finland and to Poland and, therefore, if we are possessed of sound judgment we know that unless we wish to see Alaska fall into the hands of aggressive and barbarous enemies diabolically devoted to the destruction of all of the things in social and economic and political and religious life to which we give highest value, we should take adequate measures for the defense of Alaska. I submit that those measures must envision the establishment of large and well-equipped air and naval bases in Alaska, and whatever may be necessary to supply those bases under all circumstances. Nothing for which provision can be made in advance should be left to chance. It does not do to rely always upon expectations of good luck.

To answer the suggestion that no enemy can maintain himself in Alaska or use it as an advance base against the United States, let me inquire what can prevent the happening of just that contingency if our Pacific Fleet should be obliged to go to the Atlantic Ocean and the Panama Canal should be put out of commission for a period of months. With the enemy in possession of the surface of the Pacific Ocean and with no defense installations in Alaska capable of maintaining themselves and with no overland supply line to the United States, it is virtually a certainty that the enemy would take possession of all of Alaska that was considered usable and useful and would in a short time entrench and fortify himself and thus be in position to penetrate into Canada or to bomb our Pacific coast cities. Little time would be required to ship from Asia into Alaska, if we lost control of the surface of the Pacific Ocean, enough troops and equipment of all kinds to hold Alaska against any ordinary assault that might be launched against it. The fate of the British in trying to take Norway ought to be a sufficient example for us. It is scarcely necessary to argue that any army or any other military force must have a sure and certain line of supply if it is to maintain itself in the presence of an active enemy. Of course, in earlier days the problem was simpler and so we have the heroic tale of the retreat of the 10,000. In modern times, we all know that soldiers, no matter how brave, cannot long resist an active and well-armed and well-equipped enemy unless they have access to arms and ammunition and equipment equally available.

May I repeat that the problem is a simple one as long as our fleet remains in the Pacific Ocean and exercises, as it does, effective control over all of that part of the ocean east of Hawaii and east of Attu Island, the westernmost of the Aleutians. But the condition would be radically changed if our fleet should be compelled to go to the Atlantic and required to remain there and particularly if the Panama Canal should then be blocked. Under those circumstances, it would be too much to hope that our enemies would be so good and kindly as not to take over Alaska, provided they could do it without too much risk. In such an event, the highway between the United States and Alaska would be really indispensable, not only to the defense of our own territory, but to the defense of Canada.

By and by, it is said we shall have a two-ocean navy, but even the most optimistic of us does not expect such a navy to be in commis-



sion before 1945. In the meantime, there may be pressing need of a supply line to Alaska to make provision for our military forces in that area.

The commander of our military forces in Alaska, Brig. Gen. Simon B. Buckner, is quoted in a newspaper article appearing in the *Alaska Weekly* of January 24, 1941, on the subject, as follows:

The international highway would give us an all-land route for the movement of supplies and reinforcements in an emergency, and that is the sole reason for it from a military point of view.

It would make us independent of the control of the sea. If some other power should come into control of the sea, temporarily or otherwise, it would not throw us out of Alaska.

Putting aside all considerations of military utility, the highway to Alaska, as the chairman suggested a few moments ago, is really of the greatest value for the development of the Territory. Nothing else can take its place. The construction of this highway will really make Alaska accessible to the people of the United States who wish to seek a new land and a new home. At the present time, Alaska might almost as well be in another hemisphere so far as they are concerned because they are not able to gain access to it. They are cut off by the sea.

Some question has arisen as to the possible or probable attitude of Canadians with respect to the highway. In view of present world conditions, it would seem that the Canadians must be wise enough to know that the building of the highway to Alaska would not only promote their own national safety but also their economic well-being. This road would open up vast lands in the northwestern part of Canada which are now practically inaccessible.

Mr. Chairman, in accordance with the permission given me, I append hereto the statement of C. C. "Slim" Williams in which he describes what he found in his two journeys made over what is probably the best route for the proposed road to Alaska:

#### STATEMENT OF C. C. (SLIM) WILLIAMS

After making slow travel through a section of country, for a period of over 12 months, you naturally find out something of the geographic conditions. I have made two trips over the route proposed for a defense highway between Alaska and the United States. The first trip was made with a dog team during the winter months. The second trip was made with a motorcycle during the summer and fall.

I am going to give conditions about the country as I found them when I covered it and what I learned from the natives living in it.

#### WINTER TRIP

On November 22, 1932, I left Copper Center, Alaska, on an overland trip to the United States. I had a team of nine dogs, a sled, and outfit. My objective was to blaze a trail from Alaska to Hazelton, British Columbia, that would be possible to make into a highway and connect with the highway already built from the States as far north as Hazelton, British Columbia.

I had to wait until late in November as there wasn't enough snow until then for my sled to run over. On November 20 about 1½ inches of snow fell and on November 22, I headed northeast from Copper Center for the Yukon Territory. I crossed through the Menastata Pass of the Alaska range of mountains. There was about 6 inches of snow here, but it got lighter as I dropped down to the Tanana Crossing. Here I found about 3 inches of snow. I continued traveling northeast until I came to Dawson City in the Yukon territory. I found about 12 inches of snow here and the temperature 51° below zero.

My reason for traveling northeast was so that I could follow up the Pelly River and cross the mountains at the head of it, then come over the country now known as Route B. When I got to Dawson I heard by radio and from the Mounted Police that the temperature was 33° below at White Horse, 18° warmer than at



Dawson. The snow in White Horse was 3 inches deep, while in Dawson it was 12 inches. From what I was told and heard by radio it was 10° to 20° colder and the snow deeper farther east than it was close to the coast-range mountains. This condition prevailed as far south as Hazelton, British Columbia.

It was Christmas Day in 1932 and I had traveled 360 miles directly northeast. Now I turned southeast, more south than east, and traveled 360 miles until I reached White Horse. I found the weather milder here and lighter snow, due no doubt to the Japanese current coming from the coast, so I kept my direction as near southeast as possible and followed the east side of the coast range of mountains, or route A. By this time I had traveled about 250 miles out of my way, but had learned a lot about the temperatures and snow conditions on the east route. By following close to the coast-range mountains I came out at Hazelton instead of Prince George, as I would have if I had continued traveling farther eastward.

There were 6 inches of snow in Atlin when I left there on January 26. The temperature was 19° below zero. I followed the old telegraph line from Atlin to Telegraph Creek, a distance of 220 miles. At times I was 1,000 feet higher than the road will go, but I found not more than 14 inches of snow and in two places found men wintering their horses on the range.

There were about 10 inches of snow in Telegraph Creek on February 21, when I left there for Hazelton. The temperature was zero. About 50 miles out from Telegraph Creek I found George Ball wintering 30 head of horses on the range.

I crossed the Klappan River at the head and on to the head of the Skeena. This was on March 14 and temperature 14° above and about 16 inches of snow. The elevation here is 4,300 feet. I followed down the Skeena River and found the temperature rising and the snow melting. When I got to Hazelton the snow was nearly gone and the ice very rotten. The ice went out of the river about 10 days after I landed in Hazelton, which was March 27. I was told in Hazelton that 3 feet of snow was the deepest they had had that winter. The deepest snow I found on my way out was never more than 2 feet, and I never traveled above timber line. The highest pass I crossed was 4,300 feet.

On March 29, I left Hazelton, British Columbia for the States. The highway, if built along the route I traveled, will be free of snow about 40 to 50 days longer each year than a highway built farther east. With my dog team I left Alaska November 22 (then only 2 inches of snow) and landed in Hazelton, British Columbia, on March 27. Here I put wheels on my sled as there wasn't any snow and traveled on to the States.

The route which I traveled, and which is known as route A, can easily and at slight expense be kept open to traffic during the entire year.

#### SUMMER TRIP, 1939

I left Fairbanks, Alaska, and followed the Richardson Highway for 90 miles to the Tanana River. I would like to mention here that 11 head of buffalo were turned loose in 1931. They were left to forage for themselves and today have increased their number to 116. At Tanana I left the highway and followed along the north ridge of the river. This ridge is rolling and dry; 75 percent of this section of country can be graded with a bulldozer. The snow here has never yet exceeded 2 feet and is always a dry snow. This amount of snow falling in Washington, D. C., would be equal to 12 inches of the wet kind that falls there.

At the head of the Tanana River I crossed through a low pass of the Nutzotin Mountains at 4,000 feet and into the Yukon Territory and the drainage of the Yukon River. This was 300 miles from Fairbanks.

From here I dropped down to Kluane Lake, a distance of 75 miles. In this section very little rock work would be necessary to make a road. This lake is 50 miles long, and the route would run parallel with it. It could be ferried and 50 miles of road building saved. The climate is so mild here that horses are left to range all winter without being fed.

From Kluane Lake to Carcross or Atlin Lake the natives have cleared away the brush and drive their automobiles this distance, 150 miles. Atlin Lake is 75 miles long and runs parallel with the route. A ferry could be used here. However, 40 miles of passable road has already been made along here. This is dry jack-pine country and very fine ground for road making.

The most expensive piece of road to be built along the entire route of 1,200 miles would be from Atlin Lake to Telegraph Creek. It is still dry jack-pine country, however, and this condition would help offset the cost of the rock work that would have to be done. Good grades are to be had, and the dry snow



seldom gets deeper than 2 feet. The distance is 220 miles, and 35 miles of this already has an automobile road.

At Telegraph Creek, 870 miles from Fairbanks, I crossed the first stream that I wasn't able to cross by felling a tree to use as a bridge for my motorcycle. I had been following the divides up to this point.

I crossed the Stikine River, 12 miles above Telegraph Creek, through a lava bed. The Stikine cuts through the lava bed, making a box canyon about 500 feet across. By using the natural buttresses for the bridge would put it about 50 feet above the water. The Stikine is navigable as far as Telegraph Creek, and a road runs to the crossing at Box Canyon.

After I crossed the Stikine River, I followed the low passes to the Klappan River, then up the Klappan to another natural crossing 125 miles from the Stikine crossing. A bridge over the Klappan River would be about 450 feet. These two bridges across the Stikine and the Klappan are the only rivers that cannot be bridged with the timber which grows along their banks.

Once across the Klappan, I followed the small streams and low passes to the divide which crosses at the head of the Skeena River. This is 90 miles from the Klappan crossing. This pass is 4,300 feet high and the highest pass along the route. Along the 660-mile route, from the head of the Skeena to Kluane Lake, old-timers have told me that horses have been left to range all winter.

I followed the low passes, up and down the small streams, until I came to Hazelton, British Columbia, a distance of 125 miles. From Hazelton to the United States, 800 miles of road has been built. The deepest snow along the route will be found around Hazelton, usually about 3 feet, but the roads are kept open all winter.

On May 14, 1939, I left Fairbanks with a motorcycle. The snow had been gone 3 weeks. I landed in Hazelton, British Columbia, on November 7 and yet had found no snow. The light snowfall is due to the Japanese current and the high mountains running along the west. The temperature along these mountains is from 10° to 20° warmer than it is 150 miles eastward.

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FRIDAY, MARCH 21, 1941.

#### EMPLOYMENT OF ALIENS ON THE CANAL ZONE

#### STATEMENT OF CHARLES F. WAHL, CHAIRMAN AND LEGISLATIVE REPRESENTATIVE OF THE CANAL ZONE CENTRAL LABOR UNION

Mr. SNYDER. The committee will now be glad to hear Mr. Wahl, who represents the Canal Zone Central Labor Union. Do you have a prepared statement, Mr. Wahl?

Mr. WAHL. No; but I have prepared a number of single-page statements that I will combine in a written statement after this hearing and put in the record.

Mr. SNYDER. We understand your problem, so I wish you would do that and that will save our time here, as we have to go to another meeting at 11 o'clock; then just make a brief statement of the facts in your case. A precedent already has been established in the Navy bill.

Mr. WAHL. As you know, we have this amendment in the appropriation measure for the present fiscal year, for the replacement of aliens in skilled positions on the Panama Canal with American citizens. The Bureau of the Budget has recommended that be stricken out of the law, and you are holding hearings again either to voice an opinion in favor of the Bureau of the Budget's recommendation or to retain the language in the bill, and I want to explain to the committee that the Canal Zone Central Labor Union is very anxious to retain that language, with certain refining changes. We have been 25 years getting legislation of that nature written into law.



Mr. SNYDER. It is in the Navy bill.

Mr. WAHL. It is in the Navy bill now, that was passed yesterday.

Mr. SNYDER. It is more than likely that the two will coincide.

Mr. WAHL. That is fine. Just to give you an idea, I made a little impression here one time with some photographs, so I brought some with me this morning. There are some pictures [exhibiting] of the kind of labor we are trying to displace down there with American citizens. Mr. Powers is interested in that, because he asked some questions several years ago of the Governor after I had made complaint about contractors using this type of men. Every one of those pictures was taken on this very job that I was complaining about the contractor employing those men as electricians.

Please make a note here that there was considerable discussion off the record.

Mr. SNYDER. Thank you very much, Mr. Wahl, and you may amplify your remarks, if you wish, with a written statement.

(The statement of Mr. Wahl is as follows:)

THE CENTRAL LABOR UNION AND THE METAL TRADES  
COUNCIL OF THE PANAMA CANAL ZONE,  
March 21, 1941.

Hon. J. BUELL SNYDER,  
*Chairman, Subcommittee on Military Appropriations,  
House of Representatives, Washington, D. C.*

DEAR MR. SNYDER: You are acquainted with the matter which I wish to present to the committee today and that is the McCarran amendment to the naval military and civil functions appropriation bills which were passed by Congress for the present fiscal year. The Bureau of the Budget recommended that this amendment be stricken out, which is the reason I am appearing before you today to ask that the committee retain this language in the pending appropriation measure. This I am doing as legislative representative of the Canal Zone Central Labor Union and under instructions from that body. This matter also has the endorsement of the American Federation of Labor.

This amendment provides for the employment of United States citizens of the Republic of Panama in all skilled positions on the Panama Canal and Panama Railroad after May 1, 1941; the 40-hour week; the 25-percent differential and permits the President to suspend its provisions during a time of emergency.

Since the passage of this amendment during the last session of Congress several refining changes have been suggested in order to make the bill more effective in accomplishing the purpose and intent of Congress.

The language I desire to offer for the consideration of the committee is as follows:

"No part of any appropriation contained in this Act shall be used directly or indirectly after May 1, 1941, except for temporary employment in case of emergency, for the payment of any civilian for services rendered by him on the Canal Zone while occupying a skilled, technical, clerical, administrative, executive, or supervisory position unless such person is a citizen of the United States of America or of the Republic of Panama: *Provided, however,*

"(1) That, notwithstanding the provision in the Act approved August 11, 1939 (53 Stat. 1409), limiting employment in the above-mentioned positions to citizens of the United States from and after the date of the approval of said Act, citizens of Panama may be employed in such positions;

"(2) that at no time shall the number of Panamanian citizens employed in the above-mentioned positions exceed the number of citizens of the United States so employed, if United States citizens are available in continental United States or on the Canal Zone;

"(3) that nothing in this Act shall prohibit the continued employment of any person who shall have rendered 15 or more years of faithful and honorable service on the Canal Zone;

"(4) that is the selection of personnel for skilled, technical, administrative, clerical, supervisory, or executive positions, the controlling factors in filling these positions shall be efficiency, experience, training, and education;



"(5) all persons occupying any of the positions described in this Act shall, (a) normally be employed forty hours per week and all time worked in excess of eight hours per day or forty hours per week shall be compensated for at not less than one and one-half times the regular rate of pay; (b) receive rates of pay as paid in continental United States for comparable service plus twenty-five per cent as now paid generally to Canal employees on the 'gold roll' and such rates shall be applied in the manner now prevailing for Canal employees who are under the terms of section 23 of Public, No. 141, Seventy-third Congress; (c) all employees occupying the positions described in section 1 of this Act shall receive the vacation, retirement, commissary, transportation and other allowances now in effect for employees of the Canal on the 'gold roll';

"(6) this entire section shall apply only to persons employed in skilled, technical, clerical, administrative, executive, or supervisory positions on the Canal Zone directly or indirectly by any branch of the United States Government or by any corporation or company whose stock is owned wholly or in part by the United States Government:

"*Provided further*, That the President may suspend compliance with the first paragraph of this section in time of war or national emergency if he should deem such course to be in the public interest."

The language of the present amendment follows so that the beneficial changes may be noted:

"Sec. 7. No part of any appropriation contained in this Act shall be used directly or indirectly after May 1, 1941, except for temporary employment in case of emergency, for the payment of any civilian for services rendered by him on the Canal Zone while occupying a skilled, technical, clerical, administrative, executive, or supervisory position unless such person is a citizen of the United States of America or of the Republic of Panama: *Provided, however*,

"(1) That notwithstanding the provision in the Act approved August 11, 1939 (53 Stat. 1409), limiting employment in the above-mentioned positions to citizens of the United States from and after the date of the approval of said Act, citizens of Panama may be employed in such positions;

"(2) that at no time shall the number of Panamanian citizens employed in the above-mentioned positions exceed the number of citizens of the United States so employed, if United States citizens are available in continental United States or on the Canal Zone;

"(3) that nothing in this Act shall prohibit the continued employment of any person who shall have rendered 15 or more years of faithful and honorable service on the Canal Zone;

"(4) that in the selection of personnel for skilled, technical, administrative, clerical, supervisory, or executive positions, the controlling factors in filling these positions shall be efficiency, experience, training, and education;

"(5) that all citizens of Panama and the United States rendering skilled, technical, clerical, administrative, executive, or supervisory service on the Canal Zone under the terms of this Act

"(a) Shall normally be employed not more than forty hours per week;

"(b) May receive as compensation equal rates of pay based upon rates paid for similar employment in continental United States plus 25 per centum;

"(6) this entire section shall apply only to persons employed in skilled, technical, clerical, administrative, executive, or supervisory positions on the Canal Zone directly or indirectly by any branch of the United States Government or by any corporation or company whose stock is owned wholly or in part by the United States Government:

"*Provided further*, That the President may suspend compliance with this section in time of war or national emergency if he should deem such course to be in the public interest."

This matter has been pending for 25 years and has been a sore spot to the employees. I have here testimony given by Mr. Hushing, chairman of the national legislative committee of the American Federation of Labor, in 1922 and quote the first paragraph.

"This amendment is to fix by statute certain conditions and compensation, most of which had been effective for employees on the Panama Canal and the Panama Railroad prior to January 1, 1922. The first amendment is to prevent the wholesale employment of aliens to the detriment of the interests of the American citizens and the best interests of the United States and the Canal and railroad. The present force approximates 2,553 American citizens and 7,623 Negroes (who are British aliens). Normally the proportion has been approximately 6 aliens to 1 American. There are no objections made by the American employees to the



employment of aliens as messengers and laborers or in lower grades; but all positions such as clerks, mechanics, and foremen should not be filled by them. They are not efficient or trustworthy and may do great damage in time of war. They are being employed on work that rightfully belongs to American citizens now unemployed, many of whom are war veterans."

In this testimony is a letter voicing the protest of the clerical employees of the Panama Canal and Panama Railroad in being displaced by aliens as follows:

THE PANAMA CANAL,  
CANAL ZONE EXECUTIVE DEPARTMENT,  
Balboa Heights, C. Z., June 2, 1922.

J. C. CRADDOCK,  
*Chief, Bureau of Pay Rolls.*

We, the undersigned civil-service employees of the Bureau of Pay Rolls of the Panama Canal, herewith most emphatically protest against your assigning aliens to duties that properly belong to American citizens.

It appears to us that you contemplate educating aliens in this office at the expense of the United States Government, with a view to placing them in positions that are in the classified service and under the law can only be held by American citizens.

We do not deem it necessary to go into details, but simply present this demand as American citizens that you limit the functions of the alien employees to those which properly belong to them—i. e., messenger and subclerical work, such as stamping supplies, numbering pay rolls, etc.

In the event that you do not heed this protest we believe it only fair to inform you that we will take the matter up with the proper authorities, through the regular official channels.

(Signed by 20 employees, J. Wynne, chairman.)

To show that the intent of the administration in the employment of British West Indian aliens was to limit them to laboring positions, a paragraph from a speech by Governor Harding about 1920 is quoted:

"By a process of elimination, from the commencement of the work on the Panama Canal to the present time, the West Indian has become the common laborer in general use. Such being the case, they should no longer be treated as a temporary source of labor to be repatriated when their services are no longer needed; there should be created within the Canal Zone permanent settlements for this class of employees, housing them in a decent and reasonably comfortable manner."

Article 1 of Panamanian law No. 6 is quoted to show the committee that the Republic of Panama is way ahead of the United States Government in restricting employment in the Republic of Panama:

"Article 1. The owners of business establishments of any kind, private enterprises or societies of the same nature either national or foreign, which function in the territory of the Republic, shall be obliged to maintain at least seventy-five percent born or nationalized Panaman employees in their service upon the enforcement of this law.

"When the members of the societies or undertakings, national or foreign, exceed, they shall be obliged to maintain one Panaman employee for each foreign member if there is need for their employment.

"Paragraph: From this obligation are exempted such undertakings whose personnel require certain technical knowledge not possessed by Panaman elements dedicated to the corresponding branch."

On several occasions the efficiency of the alien has been discussed. You, Mr. Collins, Mr. Powers, and Mr. Engel, will understand just how efficient they are compared to American employment because you have been to the Canal and have seen for yourselves. To substantiate my statements made at other meetings of this Committee I have the following letter to quote:

MARCH 27, 1935.

The honorable the SECRETARY OF WAR.

MY DEAR MR. SECRETARY: The Division of Investigations has recently made a complete inspection and labor survey of all projects in the Canal Zone financed with Public Works Administration funds. The majority of the reports of the special agents indicate a satisfactory condition in all respects except one. It was noticed that contractors were employing native artisans at the rate of 50 cents per hour, whereas these men are doing work which is classified as skilled under the original instructions.

On December 8, 1933, Major General McKinley dispatched the attached radiogram to the Canal Zone which was to establish wage rates. There are three



classifications set out therein: (a) Skilled labor, at \$1.20 per hour; (b) semiskilled labor, at 50 cents per hour; and (c) common labor, at 30 cents per hour. It is the opinion of this office after several conferences on this matter that it would be unfair to require contractors to abide by the \$1.20 rate for native artisans in view of the fact that our investigators state that the normal productivity of these men is not more than 33 percent of that of a skilled American workman.

I would suggest that General McKinley's radiogram mentioned above be amended to read in paragraph (b) to include the words "native artisan" in the 50-cent bracket.

Sincerely yours,

PHILIP B. FLEMING,  
*Acting Deputy Administrator.*

The Governor of the Panama Canal is objecting to the enactment of this legislation on eight different counts, as follows:

"1. The provision would be in conflict with the commitment of our Government made in connection with the 1936 treaty with the Republic of Panama.

"2. The provision would require discharge from the regular force of persons who have served the United States faithfully.

"3. The provision would effect an important change in the employment policy, and this should not be done without full hearing, so that Congress might be informed.

"4. This change would come at a time, as prescribed in the bill, when it would have a disturbing and possibly critical effect on defense construction now proceeding.

"5. The effect of the bill is entirely uncertain, and cannot be determined without considerable expense and time.

"6. It puts a rigid requirement on the employment of certain classes, and does not, therefore, take account of emergencies which may arise, and for which we could not get Americans in the time required.

"7. It would be costly.

"8. If the amendment affects anywhere near the number of people its proponents claim it would affect, there is not time enough to do it."

In rebuttal to objection No. 1, I can say that the bill now conforms to the treaty made with the Republic of Panama in 1936, and gives Panamanian citizens equal employment rights with citizens of the United States.

Objection No. 2. This measure provides that employees with 15 years' service may retain their positions. Those who have not had the required service can be placed in positions other than skilled with comparatively little difficulty as most of the regular alien employees on the Canal have been in service for many years.

Objection No. 3. It is agreed that this measure would effect an important change in the employment policy to the advantage of American citizens. Discussion of the replacement of aliens with American citizens has taken place annually over a period of 20 to 25 years. Hearing after hearing has been held and it is believed that the legislators in charge of these measures in Congress are quite familiar with the basic facts of the case.

Objection No. 4. The date of May 1, 1941, defined in the McCarran amendment is established on that date solely because of the opposition of the Administration to similar provisions over a period of years. All during the depression attempts were made to replace British West Indian aliens with American citizens in all skilled positions on the Panama Canal and Panama Railroad. The measure has been a law now for almost a year with no preparation whatever for fulfilling its provisions, which shows that the administration is still adverse to its application. This measure should have been in effect many years ago and the delay is not the fault of organized labor.

Objection No. 5. Any beneficial legislation relating to labor sometimes causes misapprehension in the minds of certain individuals involved in its application. Various plans have been offered to the Canal administration for a more gradual change in the replacement of aliens—generally providing for replacements at the rate of a certain percentage a year, such as 5 percent. This gradual change was also objected to by the administration.

At one time the administration was even offered a proposition of replacements when vacancies in skilled positions held by aliens were caused by death or separation from the service. This proposal was also turned down, so the only alternative left was to seek legislation to correct this situation.

Objection No. 6. We are seeking rigid requirements with regard to the employment of American citizens in skilled, clerical, technical, supervisory, and



managerial positions because all attempts at negotiation with the administration have failed. The Canal administration itself should have taken account of the possibility of such a situation arising and permitted replacements on a more flexible basis.

My position has been, and has been so stated to several Governors, that where there are 10 British West Indian sheet-metal workers employed in a job they could place 10 American citizens. Likewise where we see 3 West Indian alien blacksmiths operating three blacksmith forges and having three helpers the Canal Administration could have placed one American citizen.

At the present time there is no such thing on the Panama Canal as a carpenter. Those doing carpenter work are all West Indian aliens called "artisans" who work under American foremen. I have seen on one occasion one American foreman supervising the construction of two concrete bachelor quarters several miles apart with a gang of approximately 40 aliens on each building.

Objection No. 7. That the employment of Americans would be more costly is probably a fact, but I do not believe that Congress is going to sell the interest of American citizens to aliens of British West Indian parentage because of the nominal extra cost involved. If the report of Joyce and Wire is correct, that one American journeyman can do the work of three natives or West Indians, the cost to the administration would not be great, because by employing one American at an increased rate of pay they would be saving the pay of three alien employees.

Should the committee require additional statistical details on this particular phase of the matter they can be furnished.

Objection No. 8. That there is not time enough to put the legislation into effect. There have been 20 or more years for the administration to prepare for something of this nature. As pointed out in my remarks about objection No. 4 no preparation whatsoever has been made to put this legislation into effect on May 1, and I would be ready to predict that should the President suspend the provisions of this legislation during the present emergency that the authorities will not be any more ready to put this amendment into effect after the emergency than they are now.

Respectfully submitted.

CHARLES F. WAHL,  
*Legislative Representative, Canal Zone Central Labor Union.*

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FRIDAY, MARCH 21, 1941.

#### FLOOD CONTROL, JOHNSTOWN CHANNEL

### STATEMENT OF HON. HARVE TIBBOTT, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF PENNSYLVANIA

Mr. SNYDER. Mr. Tibbott, we are glad to see you. I understand you wish to make a statement upon the subject of appropriations for flood control, and the committee will be pleased to hear you.

Mr. TIBBOTT. In appearing before you today I do so with an appeal to consider it as wise for our Government to make appropriations at this time to further control floodwaters.

It is my opinion that there is no more satisfactory work than flood-control improvements. The public knows the enormous loss of life and property resulting from floods. People in and around Johnstown, Pa., which city I have the honor to represent, have on numerous occasions been under great stress because of the danger of floods. Johnstown, as you know, is known as the flood city. There still remains a great deal of work to be done, especially on the Johnstown Channel.

All of us know that flood control is essential to national defense. We are aware, too, that there are large factories in Johnstown now working on national-defense orders.



I hope that a sufficient portion of appropriations will be set aside for the further completion of the Johnstown Channel.

FRIDAY, MARCH 21, 1941.

CHANNEL FROM MANTEO TO OREGON INLET AND SILVER LAKE ON  
OCRACOCKE ISLAND RIVER AND HARBOR PROJECTS

**STATEMENT OF HON. HERBERT C. BONNER, A REPRESENTATIVE  
IN CONGRESS FROM THE STATE OF NORTH CAROLINA**

Mr. SNYDER. Mr. Bonner, I understand you wish to make a statement to the committee concerning authorized river and harbor projects in your district, and we shall be glad to have you proceed.

Mr. BONNER. In the regular river and harbor bill of the Seventy-sixth Congress there were two projects on the coast of North Carolina. That bill was vetoed, as you know. In the subsequent bill, Public, No. 868, these two projects were included as of value to the national defense—the channel from Manteo to Oregon Inlet and Silver Lake Harbor.

They are very small projects, but, in the opinion of some, they are very valuable. They have proved very valuable for commercial purposes, and now with the turn of affairs it is evident that they have great value for military purposes.

The first project is the channel from Manteo to Oregon Inlet. This project will afford a shorter route from the harbor at Manteo, N. C., to boats used out of Oregon Inlet for sea patrol in the case of emergency and will also shorten the route for supplies to Coast Guard bases south of Oregon Inlet, which are a part of the national-defense communication in and around Cape Hatteras. It is now necessary for boats to go completely around the north end of Roanoke Island and back through the Pamlico Sound to render this service. Oregon Inlet is approximately 60 or 75 miles south of Cape Henry and, therefore, in the case of an emergency, would certainly be used extensively by small naval vessels as was the case during the World War. The estimated cost of this project is \$45,000.

The second project is Silver Lake on Ocracoke Island. This project provides for 10-foot depth in Silver Lake Harbor and the entrance thereto. At the present time there is an existing project of 5 feet in the harbor and the entrance thereto. Silver Lake Harbor is 40 miles across Pamlico Sound from the mainland, and it is approximately 150 miles south of Cape Henry and 65 miles north of Morehead. By study of the accompanying map it will be clearly shown that this harbor will be of immense value to naval and Coast Guard patrol boats operating in the vicinity of Cape Hatteras and also to commercial boats supplying such operations. Each year there gather off Cape Hatteras approximately 50 to 75 fishing trawlers which cannot enter Silver Lake on account of its present depth and, therefore, have no safe anchorage in that vicinity. These trawlers would prove a great value to the national defense in emergency as has been demonstrated in and around the British Isles. The Coast Guard has completed a modern key station on Silver Lake, costing \$150,000. The improve-



ment of this lake would enable the Coast Guard to use larger patrol craft from this station.

In addition to the above, the Marine Corps contemplates the construction of an immense marine base at the mouth of New River, also a flying field on the Neuse River at Minnesott Beach. Across from where Neuse River enters Pamlico Sound lies Silver Lake, at the mouth of Ocracoke Inlet. In addition, the Navy Department contemplates construction of a lighter-than-air base on the northern shores of the Albemarle Sound. The Coast Guard has an air base at Elizabeth City, on the Pasquotank River. The four projects designated evidently will be the means of greater activity in cases of emergency in the inland waters of North Carolina, namely Pamlico and Albemarle Sounds, as well as the Atlantic Ocean, the Diamond Shoals, and Cape Hatteras. There are approximately 1,000 citizens on Ocracoke Island, and Silver Lake is the only harbor available to them for commercial purposes. This alone would justify the improvement. It is respectfully requested that your committee further study these projects for the purpose of including them in the appropriation bill now under consideration.

Mr. SNYDER. We shall be very glad to go into the matter and will do the best we can. Thank you for coming in.

Mr. BONNER. I thank you and the committee, Mr. Chairman.

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FRIDAY, MARCH 21, 1941.

#### ADDITIONAL NATIONAL CEMETARY IN PHILADELPHIA AREA

COMMUNICATION FROM HON. JOHN EDWARD SHERIDAN, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF PENNSYLVANIA

HOUSE OF REPRESENTATIVES,  
Washington, D. C., March 21, 1941.

HON. J. BUELL SNYDER,  
*Chairman, War Department Subcommittee,  
House of Representatives, Washington, D. C.*

MY DEAR COLLEAGUE: Due to unavoidable delay, I will not have the opportunity to appear today before the subcommittee relative to my request for incorporation in the 1942 Budget the sum of \$175,000 for an additional national veterans' cemetery in the Philadelphia area.

A thorough study of the situation in that area relative to interment of veterans has been conducted by the Philadelphia County Council of the American Legion, and I wish to present to the subcommittee the resolution recently passed, wherein the facts of the situation have been elaborated.

Due to the ever-increasing death rate of veterans now reaching maturity, the situation will constantly reach more serious proportions. As noted in the attached resolution, the present national cemetery will be totally populated by December 1942. The present trend for the increased value of real estate should also be a factor in determining that immediate action is necessary for the purchase of a site, which purchase must be ultimately a fact.

Immediate appropriation of the above sum would lend sufficient time for study and selection of a suitable site prior to the expiration of further burial in the present national cemetery. I believe that a more suitable site could be selected with the added advantage of sufficient time.

Sincerely yours,

JOHN E. SHERIDAN.



THE AMERICAN LEGION,  
Philadelphia, October 24, 1940.

HON. JOHN E. SHERIDAN,  
*House of Representatives, Washington, D. C.*

MY DEAR CONGRESSMAN: Enclosed herewith please find copy of a resolution which was unanimously adopted by Philadelphia County Council, the American Legion, at its recent meeting.

Will you kindly give the above resolution your earnest consideration and support?

Sincerely yours,

EDGAR E. OETERS,  
*Commander, Philadelphia County Council.*

RESOLUTION PRESENTED BY THE HENRY H. HOUSTON 2d, POST NO. 3, AMERICAN  
LEGION, DEPARTMENT OF PENNSYLVANIA

Whereas at the present rate of burials there will be no available space for the interment of veterans in the national cemetery located at Haines Street and Limekiln Pike, Philadelphia, after December 1942; and

Whereas there is no other Government-owned cemetery within a radius of 100 miles of this heavily populated area; and

Whereas the great need for such place of burial is generally acknowledged: Therefore be it

*Resolved*, By Henry H. Houston 2d, Post No. 3, Department of Pennsylvania, the American Legion, that the Secretary of War be urged to take the necessary steps to procure a suitable site for a national cemetery within easy access to metropolitan Philadelphia; and be it further

*Resolved*, That copies of this resolution be sent to the Secretary of War, the Congressmen from the first nine congressional districts of Pennsylvania, and to the two United States Senators.

This resolution unanimously adopted by Philadelphia County Council, the American Legion.

FRIDAY, MARCH 21, 1941.

MISSOURI RIVER, RIVERS AND HARBORS, KANSAS CITY TO SIOUX CITY

**STATEMENT OF HON. VINCENT F. HARRINGTON, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF IOWA**

MR. SNYDER. Our friend and colleague, Mr. Harrington, wishes to present a matter to us touching river and harbor improvement work. We are glad to have you with us, Mr. Harrington, and are ready to hear what you may have to say.

MR. HARRINGTON. Chairman Snyder and gentlemen of the subcommittee, I appreciate this opportunity of appearing before your appropriations subcommittee in behalf of the continued development of the upper Missouri River. I realize in these times that national defense expenditures take precedence over all other appropriations, and it is chiefly on the grounds of national defense that I wish most earnestly to urge the continuation of the Missouri River program at its pre-war tempo, so to speak.

During recent weeks, the House appropriations Committee, of which I have the honor of being a member, has appropriated several billion dollars for strengthening and expanding our national defense. Most of this money is earmarked for projects along the Atlantic seaboard, in the South and on the Pacific coast. The most overlooked section in this program is the Middle West—and particularly the Missouri River Valley.



Here, gentlemen, in this vast domain stretching from the Mississippi to the Rockies, lie the sources of our real sinews of war—the raw material sources, if you please. Here are produced the food, the fabric, and the metals without which our coast-line war industries could not long operate. Here, also, are unlimited untapped resources which, if the war continues for long, we shall surely need, and which we shall need anyway in the reconstruction period of peace.

The upper Missouri River is acknowledged by the Army engineers to be the transportation key to this vast land-locked area so rich in raw materials. Our richest corn and cattle lands lie in this area; in fact, Sioux City, the nominal head of navigation on the Missouri River, is in the very hear of America's breadbasket. Above Sioux City in the Dakotas are vast undeveloped deposits of manganese, a very vital strategic war material, and the river up in this section abounds in potential sites for waterpower. Consequently, the development of this latent empire is as important to the needs of war as it is to the needs of peace.

Recognizing the necessity of this development, the Army engineers several years ago recommended the channeling of the Missouri River for navigation from St. Louis to Sioux City. A great program was inaugurated. The program has been connected up with the dam project at Fort Peck, Mont., to control the flow of water and to assure an ever-normal depth.

Millions of dollars have already been invested in the Missouri River program. I believe the engineers estimate that the project is more than 90 percent complete. To be of any great value and to secure any commensurate return on our already heavy investment, the job must be completed in toto. This means that for a few additional million navigation on the Missouri River and the development of this virgin empire can become a permanent reality.

Last year a total of \$3,900,000 was earmarked by your committee for new work and maintenance on the river between Kansas City and Sioux City. This amount kept the wheels of the program turning. In their efforts to hurry completion of this project, the Army engineers estimate that exclusive of available funds a total of \$8,747,000 can be profitably expended during the fiscal year ending June 30, 1942. Of this amount, \$7,447,000 would be for new work and \$1,300,000 for maintenance. This recommendation is found on page 1309, with a break-down on page 1320, of the 1940 report of the Chief of United States Army Engineers.

If it were in my power, I would give the Army \$8,747,000 this year and tell them to go ahead and finish the job. In my opinion, there could be no wiser expenditure for national defense. I realize, however, the budgetary limitations confronting the committee, and I therefore very modestly but none the less earnestly request that the committee approve an allocation of \$3,000,000 for new work and \$1,200,000 for maintenance, or little more than the current year's appropriation. This amount will continue the tempo of progress on the job and assure its completion at a reasonably early date.

Mr. SNYDER. You have got a very worthy project and one, no doubt, that should be completed at an early date. As one committeeman to another, however, you know that we have got a tough job on our hands.



Mr. HARRINGTON. I realize that.

Mr. SNYDER. We are glad to have your statement and will try to do the best we can.

FRIDAY, MARCH 21, 1941.

LOS ANGELES COUNTY FLOOD-CONTROL PROJECTS

STATEMENT OF HON. JERRY VOORHIS, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF CALIFORNIA

Mr. SNYDER. Mr. Voorhis, you wish to talk to us about flood-control projects in and about Los Angeles County, Calif., I believe, and the committee will be pleased to hear you.

Mr. VOORHIS. Mr. Chairman and gentlemen of the committee, I am appearing before you on behalf of the Los Angeles County delegation and business and other interests in southern California, for the purpose of presenting to your committee the outstanding need of our section for adequate appropriations to prosecute the flood-control work which has previously been authorized for that community.

In this connection, the best possible information which could be placed before you is that coming from the Los Angeles County flood-control district which has studied and worked with the serious flood hazards in that section for many, many years. I would, therefore, like to read into the record the following telegram which I have just received from Mr. H. E. Hedger, the chief engineer of the Los Angeles County flood-control district. The text of Mr. Hedger's telegram is as follows:

It has been noted that the Chief of Engineers, United States Army, in his report for the year 1940, has stated that the sum of \$20,487,600 can be profitably expended during the fiscal year 1942 on the following items in Los Angeles County, Calif.: Reimbursement to local interests \$1,503,300; Los Angeles River, construction of channel improvements, including relocation of utilities and right-of-way acquisition \$10,224,000; Santa Fe Dam, continuing construction of dam, plus acquisition of land, relocation of utilities, \$6,604,300; San Gabriel River, channel improvement upstream from Santa Fe Reservoir, \$2,086,000; maintenance, including operation and care of existing structures, \$70,000. Each of the items described by the Chief of Engineers, in addition to being urgently needed for flood-control protection, is also of great importance from the standpoint of preventing interruption of national-defense activities in this area. The first item, that of reimbursement to local interests of expenditures, Federal projects, is important because the local interests are in great need of additional money to improve the local flood-control and drainage channels that are now hindering such important national-defense activities as aircraft production and airport operation, and causing the flooding of highways connecting the city of Los Angeles with Los Angeles Harbor. The second item, improvement of Los Angeles River, refers to the elimination of a gap in the improved channel in the center of the city of Los Angeles. Immediate need for this is borne out by the fact that service on one transcontinental railroad line, the Atchison, Topeka & Santa Fe, was interrupted by recent rains due to washout of its bridge over this unimproved section of the Los Angeles River. All of the transcontinental railroad lines leading to Los Angeles cross this section of channel or adjoin it and are subject to interruption or destruction until improvement is completed.

The third item, continuing construction of the Santa Fe Dam and acquisition of lands therefor, is of importance to national defense because it will divert floodwaters which now menace the Los Angeles Harbor into San Gabriel River, which discharges into the Pacific Ocean several miles away from the harbor. Until this dam is constructed, these floodwaters tend to flow in Rio Hondo to the Los Angeles River and thence directly to Los Angeles Harbor. In the event of a



major flood this condition will not only lead to interference with use of the harbor and naval anchorages because of silt deposits ejected into the harbor but will add to the normal flood flow of the Los Angeles River so as to create possibility of its being overtaxed, which would in turn threaten destruction of shipyards, oil refineries, and other industries vital to national defense in the harbor area. The fourth item, improvement of San Gabriel River upstream from the Santa Fe Reservoir, is necessary to make certain that flood waters issuing from San Gabriel Canyon will enter the Santa Fe Reservoir. The fifth item, maintenance of existing structures, is important in that inadequate maintenance of these structures can easily lead to their failure to protect the industrial area lying between the city of Los Angeles and the Los Angeles Harbor. These matters are of such immediate importance that we urge the Appropriations Committee to recommend an appropriation of flood-control funds in the amount that the Chief of Engineers has reported can be profitably expended during the fiscal year 1942 in constructing works in this area as described above.

Mr. Chairman, our county flood-control district has itself expended approximately \$100,000,000 of our local taxpayers' money in an attempt to meet the flood-control problems of the Los Angeles and San Gabriel River Valleys.

At present there is located in this area a great concentration of national-defense activities, including a major portion of the aircraft manufacturing of the entire Nation. Several of these plants have in the past few months been compelled to discontinue operation on account of the fact that flood conditions made this necessary.

We believe not only in the interest of the protection of the life and property of our area, not only in recognition of the efforts our county has itself put forward, but also definitely in the interest of the national-defense program itself that sufficient appropriation should be allocated for flood-control work in the Los Angeles County area to enable the work to proceed in the most rapid possible manner.

Mr. SNYDER. You have made a very interesting and informative presentation, and we will do the best we can under the circumstances confronting us.







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WAR DEPARTMENT CIVIL FUNCTIONS APPROPRIATION  
BILL, FISCAL YEAR 1942

MARCH 26, 1941.—Committed to the Committee of the Whole House on the state  
of the Union and ordered to be printed

Mr. SNYDER, from the Committee on Appropriations, submitted the  
following

REPORT

[To accompany H. R. 4183]

The Committee on Appropriations submits the following report in  
explanation of the accompanying bill making appropriations for civil  
functions of the War Department for the fiscal year ending June 30,  
1942, falling under the following heads:

Cemeterial expenses.	Hydroelectric power.
Alaska Communication System.	United States Soldiers' Home, Washing-
Rivers and harbors.	ton, D. C.
Flood control.	Panama Canal.

ESTIMATES

The Budget estimates of appropriations for the objects embraced  
by the bill will be found in detail on pages 250-253 and 849-873 of  
the Budget, and in House Document No. 143 of the present session.



There follows a summation of eurrent appropriations, of the Budget estimates, and of the appropriations recommended by the committee in the accompanying bill:

Appropriations, present fiscal year-----	\$272, 014, 661
Budget estimates, 1942, including 1941 supplemental estimate of \$1,129,000-----	221, 272, 228
Appropriations reecomended by committee-----	221, 272, 228

This bill and the Budget estimates are in agreement as to total amounts under each appropriation head. Some adjustment is proposed by the committee within such total amounts, as later herein explained.

The bill and the Budget estimates are each \$50,742,433 less in the aggregate than the sum of appropriations thus far provided for the current fiseal year for eomparable uses.

The committee, in total effect, has underwritten the Budget figures. Its inquiry into the estimates has left no doubt of an earnest purpose to lighten demands in the interest of the defense-preparation effort. It is not deemed prudent to provide less than the Budget proposes.

This bill, though termed a civil-functions measure, is not devoid of defense funds or funds for activities incident to the national defense. That is true, wholly or partly, taking the items in their order in the bill, as to cemeterial expenses, the Alaska Communication System, flood control (general), hydroelectric power, and the Panama Canal. Out of the total of \$221,272,228 earried by the bill, approximately \$50,000,000-plus, or about 22 percent may be said to be for or incident to military or naval aetivities, by far the larger part of which is responsive to the present emergeney.

#### CEMETERIAL EXPENSES

The estimate and the amount proposed by the committee under this head exceed the current appropriation by \$456,701. All but \$26,713 of that amount is because of the expansion occurring in our armed forces, and represents the estimated added eost, based upon experience under normal conditions, for making proper disposition of the remains of those who may not survive their tours of duty.

The bill includes \$213,000 for continuing the development of the new Golden Gate National Cemetery in California, and for readying a newly aequired addition to the Woodlawn National Cemetery at Elmira, N. Y. No provision is made for additional cemeterial areas. The committee's attention was called to the early need of providing additional burial ground for soldier dead in the Philadelphia area, and the Department may be expected to submit through regular channels at an early date a recommendation to take eare of that situation, and, possibly, others where available burial sites are nearing exhaustion.

The Budget includes provision for 13 additional employees at various cemeteries, at a total annual eost of \$13,970. While the committee has not reduced the total estimate for cemeterial expenses, it feels that but \$7,980 of such amount for additional help is justified, and its thought is that the difference of \$5,990 should be applied to the upkeep of roads, walks, and drives in the several national cemeteries. The Budget has allowed but \$9,000 for the maintenance of 65 miles of roads, walks, and drives. Double that amount would be on the side



of economy. The positions approved are a laborer-caretaker at Woodlawn National Cemetery, at \$1,200, instead of a laborer; at \$1,140; 2 additional watchmen, at \$1,200 each, and 3 truck drivers, at \$1,200 each, at Arlington National Cemetery; 1 laborer at Baltimore National Cemetery, at \$1,140, and 1 laborer at Fort Sam Houston National Cemetery, at \$780.

## ALASKA COMMUNICATION SYSTEM

The bill carries the Budget estimate of \$222,744, which is an increase of \$24,752. The principal contributing factors are additional messenger service (\$5,880), installations required for new quarters in Federal buildings in Alaska (\$10,000), and emergency or auxiliary power equipment at the several Alaska stations of the system (\$16,600). There are a number of minor offsetting reductions, bringing about the net increase indicated.

This is a self-supporting service, as evidenced by the financial statement on page 22 of the hearings, wherein, and rightfully so, credit is taken for Government traffic which is handled without charge. Receipts turned into the Treasury during the fiscal year 1940 amounted to \$379,404.

## RIVERS AND HARBORS

The Budget and bill include \$20,000,000 for new work on authorized river and harbor projects, and \$43,100,000 for the maintenance of existing projects and structures and certain incidental and miscellaneous expenses. The tentative distribution for new work follows:

Project	Total estimated Federal cost	Tentative allocation, fiscal year 1942	Additional to complete after 1942
Portland Harbor, Maine-----	\$1, 790, 000	\$100, 000	\$112, 000
New Bedford and Fairhaven Harbor, Mass-----	1, 781, 000	12, 000	(1)
Connecticut River below Hartford, Conn-----	950, 000	50, 000	160, 000
Bridgeport Harbor, Conn-----	1, 337, 000	41, 000	(2)
New York Harbor, N. Y-----	13, 300, 000	1, 662, 250	2, 586, 750
Great Lakes to Hudson River Waterway-----	27, 000, 000	700, 000	4, 997, 000
New York and New Jersey Channels-----	37, 630, 000	2, 350, 000	19, 160, 000
Areeibo Harbor, P. R-----	487, 000	19, 000	-----
Inland Waterway from Delaware River to Chesapeake Bay, Del. and Md-----	15, 089, 000	300, 000	1, 735, 000
Baltimore Harbor and channels, Maryland-----	4, 404, 640	50, 000	(3)
Caloosahatchee River and Lake Okeechobee drainage areas, Florida-----	17, 649, 400	40, 000	-----
Southwest Pass and South Pass, Mississippi River, La-----	25, 161, 250	490, 000	434, 000
Sabine-Neches Waterway, Tex-----	12, 543, 850	1, 066, 500	2, 020, 000



Project	Total estimated Federal cost	Tentative allocation, fiscal year 1942	Additional to complete after 1942
Louisiana-Texas Intracoastal Waterway from the Mississippi River at or near New Orleans, La., to Corpus Christi, Tex. (Sabine River to Corpus Christi section)---	\$7, 920, 000	\$1, 000, 000	\$2, 543, 000
Mississippi River between the Ohio and Missouri Rivers-----	43, 000, 000	700, 000	7, 700, 000
Mississippi River between the Missouri River and Minneapolis, Minn.-----	169, 960, 000	4, 200, 000	16, 852, 000
Illinois Waterway, Ill.-----	30, 189, 500	350, 000	4, 345, 000
Missouri River, mouth to Kansas City, Mo.-----	80, 000, 000	1, 500, 000	2, 975, 000
Missouri River, Kansas City, Mo., to Sioux City, Iowa-----	92, 000, 000	1, 700, 000	10, 532, 000
Missouri River at Fort Peck, Mont.---	115, 950, 000	350, 000	570, 000
Ohio River lock and dam construction-----	130, 850, 000	100, 000	1, 960, 000
Ohio River open-channel work-----	17, 050, 000	500, 000	3, 337, 300
Keweenaw Waterway, Mich-----	6, 630, 000	302, 000	381, 000
Sturgeon Bay and Lake Michigan Ship Canal, Wis-----	925, 000	275, 000	-----
Indiana Harbor, Ind-----	4, 205, 000	100, 000	<sup>4</sup> 368, 000
Cleveland Harbor, Ohio-----	6, 507, 500	200, 000	115, 700
Buffalo Harbor, N. Y-----	3, 509, 500	202, 000	<sup>5</sup> 610, 000
San Francisco Harbor, Calif-----	1, 330, 800	150, 000	-----
Columbia River between Vancouver, Wash., and Bonneville, Oreg-----	2, 849, 050	542, 500	-----
Columbia River at Bonneville, Oreg-----	41, 577, 000	47, 750	48, 500
Columbia River and tributaries above Celilo Falls to mouth of Snake River, Oreg. and Wash-----	1, 475, 000	50, 000	380, 000
SNAKE River, Oreg., Wash., and Idaho-----	882, 900	50, 000	616, 000
Neah Bay, Wash-----	1, 500, 000	800, 000	700, 000
Total-----	917, 434, 390	20, 000, 000	85, 238, 250

<sup>1</sup> \$84,000 additional required to complete portion of project now in an inactive status.

<sup>2</sup> \$79,600 additional required to complete portion of project now in an inactive status.

<sup>3</sup> \$1,139,000 additional required to complete portion of project now in an inactive status.

<sup>4</sup> \$164,000 additional required to complete portion of project now in an inactive status.

<sup>5</sup> \$218,000 additional required to complete portion of project now in an inactive status.

The details of the maintenance money are contained in the table commencing on page 37 of the hearings. A summation thereof follows:

Maintenance-----	\$30, 000, 000
Operation and care-----	9, 500, 000
Examinations, surveys, and contingencies-----	2, 000, 000
Miscellaneous maintenance items:	
Survey of northern and northwestern lakes-----	210, 000
Supervisor of New York Harbor-----	225, 000



## Miscellaneous maintenance items—Continued.

Permanent International Association of Navigation Congresses-----	\$1, 000
Removal of wrecks-----	90, 000
Expenses of California Debris Commission-----	15, 000
Miscellaneous:	
Salaries, Office, Chief of Engineers (allotment roll)-----	233, 040
Printing for River and Harbor Board (sec. 6, River and Harbor Act of July 3, 1930) and printing of surveys authorized by law-----	70, 000
River and Harbor Board expenses-----	581, 000
Beach Erosion Board-----	50, 000
Transfer to Geological Survey (stream gaging)-----	125, 000
Total-----	43, 100, 000

For the current year there has been appropriated \$53,629,000 for new work, and \$45,745,310 for maintenance. In the former amount is included \$23,882,000 carried in the first deficiency appropriation bill, 1941, apart from contractual authority of \$5,794,000, for the prosecution of projects having a national defense aspect authorized in the act approved October 17, 1940. No estimate has been presented for the remaining 6 projects authorized in such act. They have a total estimated cost of \$4,346,000, and are itemized on page 30 of the hearings. They were all considered by the Bureau of the Budget along with the projects for which estimates have been presented. The assumption is, and it is purely an assumption, that their value to the defense effort has not been deemed to be of sufficient importance to warrant an appropriation up to this stage. However, it is understood that the Kennebec River, Maine, project may be given reconsideration at an early date.

There appears on pages 30 and 31 of the hearings a list of authorized river and harbor projects of immediate value to navigation and for which no funds are included in the accompanying bill, and on pages 32 to 35 of the hearing appears another table of authorized projects, or parts thereof, on which substantial delay in the fulfillment of the conditions of local cooperation is anticipated, and of those whose prosecution is not now justified in the interest of commerce and navigation.

Apart from the \$20,000,000 in the accompanying bill for new work, there remains to be appropriated for the completion of all authorized river and harbor projects approximately \$179,000,000, of which sum roundly \$120,000,000 applies to projects of immediate value to navigation.

## FLOOD CONTROL, GENERAL

The Budget and bill include \$71,129,000 for flood control (general), as opposed to \$70,055,000 for the current fiscal year.

With a single exception, namely, the Guyandot project, at Huntington, W. Va., the Budget includes no provision for undertaking projects which have not or will not have been commenced out of money presently available.



The tentative allocation presented to the committee of the \$71,129,-000 follows:

Division, district, and project	Tentative allocation, 1942	Additional to complete after 1942
North Atlantic division:		
Boston district: Franklin Falls Reservoir, N. H.-----	\$492, 000	-----
Providence district:		
Surry Mountain Reservoir, N. H.-----	140, 000	-----
Birch Hill Reservoir, Mass-----	800, 000	\$115, 000
Knightville Reservoir, Mass-----	360, 000	-----
Hartford, Conn-----	964, 000	-----
Binghamton district:		
Whitney Point Reservoir, N. Y-----	840, 000	100, 000
Hornell, N. Y-----	189, 000	-----
Binghamton, N. Y-----	800, 000	852, 000
Corning, N. Y-----	574, 000	-----
Elmira, N. Y-----	634, 000	1, 934, 700
Whitney Point, N. Y-----	142, 000	-----
Lisle, N. Y-----	180, 000	-----
Baltimore district:		
Williamsport, Pa-----	930, 000	3, 463, 600
York, Pa-----	1, 000, 000	824, 900
Plymouth, Pa-----	120, 000	-----
Washington district: Cumberland, Md., and Ridgeley, W. Va. (plans)-----	50, 000	630, 300
Total, north Atlantic division-----	8, 215, 000	7, 920, 500
Lower Mississippi Valley division: Vicksburg district: Wallace Lake Reservoir, La-----	65, 000	-----
Southwestern division:		
Denison District: Denison Reservoir, Tex. and Okla-----	10, 000, 000	25, 201, 700
Caddoa District: John Martin Reservoir, Colo-----	4, 000, 000	3, 606, 500
Little Rock district:		
Blue Mountain Reservoir, Ark-----	2, 000, 000	1, 218, 600
Nimrod Reservoir, Ark-----	600, 000	901, 000
Clearwater Reservoir, Mo-----	1, 400, 000	5, 248, 700
Norfork Reservoir, Ark-----	3, 000, 000	11, 015, 600
Tulsa district:		
Fort Supply Reservoir, Okla-----	1, 341, 000	199, 500
Canton Reservoir, Okla-----	2, 000, 000	10, 016, 000
Great Salt Plains Reservoir, Okla-----	19, 000	-----
Hulah Reservoir, Okla-----	700, 000	7, 686, 900
Total, southwestern division-----	25, 060, 000	65, 094, 500



Division, district, and project	Tentative allocation, 1942	Additional to complete after 1942
Missouri River division: Kansas City district:		
Kansas Citys, Kansas and Missouri .....	\$795, 000	\$6, 299, 000
Kanopolis Reservoir, Kans.....	2, 600, 000	3, 002, 000
Total, Missouri River division.....	3, 395, 000	9, 301, 000
Ohio River division:		
Pittsburgh district:		
Mahoning Creek Reservoir, Pa .....	183, 000	-----
Loyalhanna Creek Reservoir, Pa .....	1, 854, 000	-----
Youghiogheny River Reservoir, Pa .....	1, 300, 000	4, 055, 000
Detailed plans and surveys, Ohio River Basin .....	40, 000	-----
Huntington district:		
Muskogum Valley reservoirs, Ohio .....	1, 365, 000	4, 424, 500
Bluestone Reservoir, W. Va .....	2, 000, 000	11, 285, 300
Huntington, W. Va., sec. I (west end) ..	489, 000	-----
Massillon, Ohio .....	1, 800, 000	590, 000
Parkersburg, W. Va .....	1, 400, 000	1, 297, 900
Detailed plans and surveys, Ohio River Basin .....	60, 000	-----
Guyandot section .....	1, 129, 000	-----
Cincinnati district:		
Portsmouth-New Boston, Ohio .....	1, 068, 000	1, 957, 400
Cincinnati, Ohio .....	1, 800, 000	3, 741, 500
Detailed plans and surveys, Ohio River Basin .....	60, 000	-----
Louisville district:		
Jeffersonville-Clarksville, Ind.....	1, 581, 000	341, 800
Evansville, Ind.....	800, 000	293, 400
Paducah, Ky .....	682, 000	518, 000
Mounds and Mound City, Ill .....	508, 000	-----
Nashville district: Detailed plans and surveys, Ohio River Basin .....	40, 000	-----
Total, Ohio River division.....	18, 159, 000	28, 504, 800
South Pacific division: Los Angeles district:		
Los Angeles County drainage area, California:		
Reimbursement to local interest.....	500, 000	1, 003, 300
Los Angeles River, Calif.....	5, 020, 000	8, 042, 900
Santa Fe Dam, Calif.....	3, 750, 000	4, 838, 100
Total, south Pacific division.....	9, 270, 000	13, 884, 300



Division, district, and project	Tentative allocation, 1942	Additional to complete after 1942
North Pacific division:		
Portland district: Mill Creek, Wash-----	\$320, 000	\$100, 000
Seattle district: Mud Mountain Dam, Wash--	1, 885, 358	-----
Total, north Pacific division-----	2, 205, 358	100, 000
Snagging pursuant to sec. 2, Flood Control Act approved Aug. 28, 1937, as amended-----	300, 000	-----
Total-----	<sup>1</sup> 66, 669, 358	124, 805, 100
Maintenance of completed works-----	400, 000	-----
Preliminary examinations and surveys, War Department (includes \$275,000 for transfer to U. S. Geological Survey)-----	2, 775, 000	-----
Salaries, Office, Chief of Engineers-----	286, 300	-----
Preliminary examinations and surveys, Department of Agriculture-----	998, 342	-----
Grand total-----	<sup>1</sup> 71, 129, 000	-----

<sup>1</sup> Includes \$1,129,000 in H. Doc. 143.

There remains to be appropriated to complete the presently authorized program under the cognizance of the Corps of Engineers approximately \$319,000,000 over and above the amount provided in the accompanying bill, subject, of course, to changes resulting from modifications or in response to cost factors influenced by the present emergency.

There appears on pages 57 to 60 of the hearings a list of authorized projects which have not been started. The remaining unappropriated amount above indicated applies to such projects as well as to those under way or to be commenced out of funds presently available.

Following the practice of a year ago, when there was no Budget estimate for beginning new projects, the committee is again earmarking for commencing new projects 10 percent of the amount in the regular Budget (\$65,540,358) for continuing work on projects which have been or will be started out of presently available funds, which would make available for new projects, \$6,554,035, to which should be added the \$1,129,000 for the project for the protection of the Guyandot section of Huntington, W. Va., for which there is a supplemental Budget estimate (H. Doc. 143), thereby making the total for new projects \$7,683,035, all of which, except the amount for the West Virginia project, will be subject to allocation by the Chief of Engineers, subject to approval by the President, who, under the law, determines precedence according to the emergent nature of projects.



## FLOOD CONTROL, MISSISSIPPI RIVER

For continuing prosecution of authorized projects in the alluvial valley of the Mississippi River, the Budget and bill provide \$22,000,000, which is \$8,000,000 less than the appropriation for the current fiscal year.

The proposed application of the new funds is detailed on page 70 of the hearings.

Quoting the Chief of Engineers, "main river levee work is rapidly approaching completion to the existing project grade and section, and during recent years improvement of the flood-carrying capacity of the main river has been undertaken at the maximum rate possible with available funds. Similarly, tributary work in connection with the St. Francis, Yazoo, and White River projects together with levee and dredging work in the Atchafalaya Basin has been pushed vigorously."

There remains to be appropriated under existing authorization, excluding the 1942 money, roundly \$195,000,000. Only about \$92,000,000 of that amount, however, may be said to apply to phases which can be undertaken as and when funds become available. The remainder applies to the Eudora floodway project, which is held in abeyance awaiting restudies and possibly further legislation.

## FLOOD CONTROL, SACRAMENTO RIVER

The authorized cost of this project, payable from Federal funds, is \$20,100,000. The accompanying bill, in agreement with the Budget estimate, provides the remaining amount to be appropriated within such sum, namely, \$98,325. It is understood that an additional \$3,000,000 will need to be appropriated to accomplish all of the authorized work not to be financed by local interests. No authority exists to appropriate this additional amount.

## HYDROELECTRIC POWER

The Budget and bill include \$1,845,000 for completing the project applying to the installation of power facilities at the Fort Peck Dam, in Montana. The present objective is 50,000 kilowatts.

There also is included, in keeping with the Budget, \$7,170,000 for continuing work at the Bonneville Dam, in Oregon, looking to the provision of 10 power units, the supply from which (518,400 kilowatts) it is estimated will be needed by 1944. An additional amount of \$3,830,000, the committee is advised, will be requested at a later time for completing the 10-unit program.

## UNITED STATES SOLDIERS' HOME

The Budget estimate of \$896,067, which the committee has not disturbed, represents an increase of \$10,054 over the current fiscal year, distributed among many projects, as will be seen in the table on page 87 of the hearings. About three-fourths of the additional amount is to meet a number of modest and merited increases in the compensation of employees of the Home.



The committee has made a part of the record (hearing, pp. 88-90), the report of annual inspection of the Home by the Inspector General of the Army. A very satisfactory state of affairs obtains.

#### PANAMA CANAL

The money demands of the Canal continue to be abnormal, owing to provision of protective works and the new set of locks project. For the current year the total is \$55,530,071. For 1942 the Budget and bill provide \$52,135,326. Included in the latter amount is \$4,670,000 for continuing the construction of special protective works, and \$34,932,000 for going forward with the auxiliary waterway. There is provided, also, for the latter project contractual authority in the amount of \$79,000,000. Omitting these unusual expenses, there is proposed for normal functions \$12,533,326, which is confined to the ordinary run of projects incident to the maintenance and operation of existing canal facilities.

The new locks project was begun in the present fiscal year in consequence of an appropriation of \$15,000,000 and contractual authorization of \$99,000,000. The authorized cost of the project is \$277,000,000.

#### LIMITATIONS AND LEGISLATIVE PROVISIONS

The following limitations and legislative provisions, not heretofore carried in connection with a War Department Civil Functions appropriation bill, are recommended:

On page 5, in connection with the appropriation "Alaska Communication System":

*Provided further, That hereafter charges for interconnection between the radio-telephone facilities of this system and commercial telephone facilities may be paid from the receipts of the Alaska Communication System.*

On page 8, in connection with the appropriation "Flood control, general":

*, and, in addition, for the protection at approaches to military reservations from flood waters*

On pages 18 and 19, a new section reading:

*SEC. 4. No part of any appropriation contained in this act shall be used to pay the salary or wages of any person who advocates, or who is a member of an organization that advocates, the overthrow of the Government of the United States by force or violence: Provided, That for the purposes hereof an affidavit shall be considered prima facie evidence that the person making the affidavit does not advocate, and is not a member of an organization that advocates, the overthrow of the Government of the United States by force or violence: Provided further, That any person who advocates, or who is a member of an organization that advocates, the overthrow of the Government of the United States by force or violence and accepts employment the salary or wages for which are paid from any appropriation in this Act shall be guilty of a felony and, upon conviction, shall be fined not more than \$1,000 or imprisoned for not more than one year, or both: Provided further, That the above penalty clause shall be in addition to, and not in substitution for, any other provisions of existing law.*



# WAR DEPARTMENT CIVIL FUNCTIONS APPROPRIATION BILL, 1942

*Comparative statement of the amounts appropriated for the fiscal year 1941, the Budget estimates for the fiscal year 1942, and the amounts recommended in the accompanying bill for 1942*

[NOTE.—Appropriations for 1941 include amounts in regular annual, deficiency, and supplemental acts]

	Appropriations, 1941	Estimates, 1942	Amount recommended in the bill for 1942	Increase (+) or decrease (—), bill compared with 1941 appropriations	Increase (+) or decrease (—), bill compared with 1942 Budget estimates
Quartermaster Corps:					
Cemeterial expenses-----	\$2, 308, 925	\$2, 765, 626	\$2, 765, 626	+\$456, 701	-----
Signal Corps:					
Alaska communication system-----	197, 992	222, 744	222, 744	+ 24, 752	-----
Corps of Engineers:					
Rivers and harbors:					
Maintenance and improvement-----					
Flood control:					
General-----					
Mississippi River-----					
Emergency fund-----					
Sacramento River, Calif.-----					
	<sup>1</sup> 99, 374, 310	<sup>2</sup> 63, 100, 040	63, 100, 040	- 36, 274, 270	-----
	70, 055, 000	<sup>3</sup> 71, 129, 000	71, 129, 000	+ 1, 074, 000	-----
	30, 000, 000	<sup>4</sup> 22, 000, 000	22, 000, 000	- 8, 000, 000	-----
	800, 000	100	100	- 799, 900	-----
	1, 242, 000	4 98, 325	98, 325	- 1, 143, 675	-----

<sup>1</sup> And contractual authority of \$5,794,000.

<sup>2</sup> Includes \$20,000,000 carried in Public Works chapter of Budget.

<sup>3</sup> \$70,000,000 in Public Works chapter of Budget and \$1,129,000 in H. Doc. 143.

<sup>4</sup> In Public Works chapter of Budget.



*Comparative statement of the amounts appropriated for the fiscal year 1941, the Budget estimates for the fiscal year 1942, and the amounts recommended in the accompanying bill for 1942—Continued*

	Appropriations, 1941	Estimates, 1942	Amount recommended in the bill for 1942	Increase (+) or decrease (—), bill compared with 1941 appropriations	Increase (+) or decrease (—), bill compared with 1942 Budget estimates
Corps of Engineers—Continued.					
Alteration of rivers over navigable waters-----	\$1, 100, 000			—\$1, 100, 000	-----
Power plant, Fort Peck Dam, Mont-----	2, 000, 000	<sup>4</sup> \$1, 845, 000	\$1, 845, 000	—155, 000	-----
Power plant, Bonneville Dam, Oreg-----	7, 400, 000	<sup>4</sup> 7, 170, 000	7, 170, 000	—230, 000	-----
Total, Corps of Engineers-----	211, 971, 310	165, 342, 465	165, 342, 465	—46, 628, 845	-----
Surveys and mapping-----	1, 210, 350			—1, 210, 350	-----
U. S. Soldiers' Home:					
Maintenance and operation-----	796, 013	806, 067	806, 067	+10, 054	-----
Panama Canal:					
Maintenance and operation-----	<sup>5</sup> 38, 292, 667	14, 884, 086	14, 884, 086	—23, 408, 581	-----
Additional facilities-----	<sup>6</sup> 15, 000, 000	<sup>7</sup> 34, 932, 000	34, 932, 000	+19, 932, 000	-----
Sanitation-----	1, 045, 393	1, 024, 223	1, 024, 223	—21, 170	-----
Civil government-----	1, 192, 011	1, 295, 017	1, 295, 017	+103, 006	-----
Total, Panama Canal-----	55, 530, 071	52, 135, 326	52, 135, 326	—3, 394, 745	-----
Total, regular annual appropriations, War Department civil functions-----	272, 014, 661	<sup>7</sup> 221, 272, 228	221, 272, 228	—50, 742, 433	-----

<sup>4</sup> In Public Works chapter of Budget.

<sup>5</sup> And contractual authority of \$4,500,000.

<sup>6</sup> And contractual authority of \$99,000,000.

<sup>7</sup> And contractual authority of \$79,000,000.



PERMANENT AND INDEFINITE APPROPRIATIONS  
TRUST FUNDS AND SPECIAL ACCOUNT

	Appropriations, 1941	Estimates, 1942	Increase (+) or decrease (-), estimates compared with 1941 appropriations
Trust funds:			
Pay of the Army—			
Deposit fund.....	\$2,000,000	\$2,000,000	
Estates of deceased soldiers.....	40,000	75,000	+\$35,000
Proceeds from estates of deceased personnel, War Department.....	200	200	
Proceeds from estates of deceased Regular Army Reserves.....	400	400	
Proceeds from effects of mentally incompetent soldiers.....	12,000	12,000	
Unclaimed moneys of individuals whose whereabouts are unknown.....	45	45	
Corps of Engineers—			
Funds contributed for flood control, rivers and harbors.....	3,643,802	24,700	-3,619,102
Funds contributed for river and harbor improvements.....	50,000	50,000	
Special account:			
Corps of Engineers—			
Maintenance and operation of dams and other improvements of navigable waters.....	135,000	135,000	
Total, permanent and indefinite appropriations.....	5,881,447	2,297,345	-3,584,102







Union Calendar No. 94

77TH CONGRESS  
1ST SESSION

# H. R. 4183

[Report No. 329]

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IN THE HOUSE OF REPRESENTATIVES

MARCH 26, 1941

Mr. SNYDER, from the Committee on Appropriations, reported the following bill; which was committed to the Committee of the Whole House on the state of the Union and ordered to be printed

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## A BILL

Making appropriations for the fiscal year ended June 30, 1942, for civil functions administered by the War Department, and for other purposes.

1       *Be it enacted by the Senate and House of Representa-*  
2       *tives of the United States of America in Congress assembled,*  
3       That the following sums are appropriated, out of any money  
4       in the Treasury not otherwise appropriated, for the fiscal year  
5       ending June 30, 1942, for civil functions administered by  
6       the War Department, and for other purposes, namely:



## QUARTERMASTER CORPS

## CEMETERIAL EXPENSES

For maintaining and improving national cemeteries, including fuel for and pay of superintendents and the superintendent at Mexico City, and other employees; purchase of tools and materials; repair, maintenance, and operation of passenger-carrying motor vehicles; care and maintenance of the Arlington Memorial Amphitheater, chapel, and grounds in the Arlington National Cemetery, and that portion of Congressional Cemetery to which the United States has title and the graves of those buried therein, including Confederate graves, and including the burial site of Pushmataha, a Choctaw Indian chief; repair to roadways but not to more than a single approach road to any national cemetery constructed under special Act of Congress; for headstones or markers for unmarked graves of soldiers, sailors, and marines under the Acts approved March 3, 1873 (24 U. S. C. 279), February 3, 1879 (24 U. S. C. 280), March 9, 1906 (34 Stat. 56), March 14, 1914 (38 Stat. 768), February 26, 1929 (24 U. S. C. 280a), and April 18, 1940 (54 Stat. 142), and civilians interred in post cemeteries; recovery of bodies and disposition of remains as authorized by Act of May 17, 1938 (10 U. S. C. 916-916d), including remains of personnel of the Army of the United States who die while on active duty; expenses authorized by Act of July 8, 1940 (54 Stat.



1 743), incident to remains, dependents, and property of em-  
 2 ployees dying while in a travel status or on duty in a terri-  
 3 tory or possession of the United States or in a foreign coun-  
 4 try; travel allowances of attendants accompanying remains  
 5 of military personnel and civilian employees: for repairs and  
 6 preservation of monuments, tablets, roads, fences, and so  
 7 forth, made and constructed by the United States in Cuba  
 8 and China to mark the places where American soldiers fell:  
 9 care, protection, and maintenance of the Confederate Mound  
 10 in Oakwood Cemetery at Chicago, the Confederate Stock-  
 11 ade Cemetery at Johnstons Island, the Confederate burial  
 12 plats owned by the United States in Confederate Cemetery  
 13 at North Alton, the Confederate Cemetery, Camp Chase, at  
 14 Columbus, the Confederate Cemetery at Point Lookout, and  
 15 the Confederate Cemetery at Rock Island: and for care and  
 16 maintenance of graves used by the Army for burials in com-  
 17 mercial cemeteries, \$2,765,626: *Provided*, That no railroad  
 18 shall be permitted upon any right-of-way which may have  
 19 been acquired by the United States leading to a national  
 20 cemetery, or to encroach upon any roads or walks constructed  
 21 thereon and maintained by the United States: *Provided*  
 22 *further*, That no part of this appropriation shall be used for  
 23 repairing any roadway not owned by the United States  
 24 within the corporate limits of any city, town, or village.

25 The Secretary of War is authorized to convey to any



1 State, county, municipality, or proper agency thereof, in  
2 which the same is located, all the right, title, and interest  
3 of the United States in and to any Government owned or  
4 controlled approach road to any national cemetery: *Provided*,  
5 That prior to the delivery of any instrument of conveyance  
6 hereunder, the State, county, municipality, or agency to  
7 which the conveyance herein authorized is to be made, shall  
8 notify the Secretary of War in writing of its willingness to  
9 accept and maintain the road included in such conveyance:  
10 *Provided further*, That upon the execution and delivery of  
11 any conveyance herein authorized the jurisdiction of the  
12 United States of America over the road conveyed shall  
13 cease and determine and shall thereafter vest in the State  
14 in which said road is located.

## 15 SIGNAL CORPS

### 16 ALASKA COMMUNICATION SYSTEM

17 For operation, maintenance, and improvement of the  
18 Alaska Communication System, including travel allowances  
19 and travel in kind as authorized by law, and operation and  
20 maintenance of passenger-carrying vehicles, \$222,744, to be  
21 derived from the receipts of the Alaska Communication Sys-  
22 tem which have been covered into the Treasury of the United  
23 States, and to remain available until the close of the fiscal  
24 year 1943: *Provided*, That the Secretary of War shall  
25 report to Congress the extent and cost of any extensions



1 and betterments which may be effected under this appro-  
2 priation: *Provided further*, That hereafter charges for inter-  
3 connection between the radio-telephone facilities of this  
4 system and commercial telephone facilities may be paid from  
5 the receipts of the Alaska Communication System.

## 6 CORPS OF ENGINEERS

### 7 RIVERS AND HARBORS AND FLOOD CONTROL

8 To be immediately available and to be expended under  
9 the direction of the Secretary of War and the supervision  
10 of the Chief of Engineers, and to remain available until  
11 expended:

### 12 RIVERS AND HARBORS

13 For the preservation and maintenance of existing river  
14 and harbor works, and for the prosecution of such projects  
15 heretofore authorized as may be most desirable in the inter-  
16 ests of commerce and navigation: for survey of northern and  
17 northwestern lakes and other boundary and connecting  
18 waters as heretofore authorized, including the preparation,  
19 correction, printing, and issuing of charts and bulletins and  
20 the investigation of lake levels; for prevention of obstructive  
21 and injurious deposits within the harbor and adjacent waters  
22 of New York City; for expenses of the California Débris  
23 Commission in carrying on the work authorized by the Act  
24 approved March 1, 1893, as amended (33 U. S. C. 661,  
25 678, and 683) ; for removing sunken vessels or craft ob-



1 structing or endangering navigation as authorized by law;  
2 for operating and maintaining, keeping in repair, and  
3 continuing in use without interruption any lock, canal  
4 (except the Panama Canal), canalized river, or other  
5 public works for the use and benefit of navigation belong-  
6 ing to the United States, including maintenance of the Hen-  
7 nepin Canal in Illinois; for payment annually of tuition fees  
8 of not to exceed fifty student officers of the Corps of Engi-  
9 neers at civil technical institutions under the provisions of  
10 section 127a of the National Defense Act, as amended  
11 (10 U. S. C. 535); for examinations, surveys, and  
12 contingencies of rivers and harbors; for printing and binding,  
13 newspapers, lawbooks, books of reference, periodicals, and  
14 office supplies and equipment required in the Office of the  
15 Chief of Engineers to carry out the purposes of this appro-  
16 priation, including such printing as may be authorized by  
17 the Committee on Printing of the House of Representatives,  
18 either during a recess or session of Congress, of surveys  
19 authorized by law, and such surveys as may be printed  
20 during a recess of Congress shall be printed, with illus-  
21 trations, as documents of the next succeeding session of  
22 Congress, and for the purchase (not to exceed \$167,870)  
23 of motor-propelled passenger-carrying vehicles and motor-  
24 boats, for official use: *Provided*, That no part of this appro-  
25 priation shall be expended for any preliminary examina-



1 tion, survey, project, or estimate not authorized by law,  
 2 \$63,100,040: *Provided*, That from this appropriation the  
 3 Secretary of War may, in his discretion and on the recom-  
 4 mendation of the Chief of Engineers based on the recommen-  
 5 dation by the Board of Rivers and Harbors in the review  
 6 of a report or reports authorized by law, expend such  
 7 sums as may be necessary for the maintenance of harbor  
 8 channels provided by a State, municipality, or other public  
 9 agency, outside of harbor lines and serving essential needs  
 10 of general commerce and navigation, such work to be subject  
 11 to the conditions recommended by the Chief of Engineers  
 12 in his report or reports thereon: *Provided further*, That  
 13 no appropriation under the Corps of Engineers for the fiscal  
 14 year 1942 shall be available for any expenses incident to  
 15 operating any power-driven boat or vessel on other than  
 16 Government business: *Provided further*, That not to exceed  
 17 \$1,000 of the amount herein appropriated shall be available  
 18 for the support and maintenance of the Permanent Interna-  
 19 tional Commission of the Congresses of Navigation and for  
 20 the payment of the actual expenses of the properly accredited  
 21 delegates of the United States to the meeting of the Con-  
 22 gresses and of the Commission.

#### 23 FLOOD CONTROL

24 Flood control, general: For the construction and main-  
 25 tenance of certain public works on rivers and harbors for



1 flood control, and for other purposes, in accordance with the  
2 provisions of the Flood Control Act, approved June 22,  
3 1936, as amended and supplemented, including printing and  
4 binding, newspapers, law books, books of reference, period-  
5 icals, and office supplies and equipment required in the Office  
6 of the Chief of Engineers to carry out the purposes of this  
7 appropriation, the purchase (not to exceed \$27,200) of  
8 motor-propelled passenger-carrying vehicles and motorboats  
9 for official use, and for preliminary examinations and surveys  
10 of flood-control projects authorized by law, \$71,129,000, of  
11 which not to exceed \$7,683,035 shall be available imme-  
12 diately and exclusively for expenditure upon projects on  
13 account of which allotments heretofore have not been made,  
14 and, in addition, for the protection at approaches to  
15 military reservations from flood waters: *Provided*, That  
16 \$998,342 of this appropriation shall be transferred and  
17 made available to the Secretary of Agriculture for pre-  
18 liminary examinations and surveys, as authorized by law,  
19 for run-off and water-flow retardation and soil-erosion  
20 prevention on the watersheds of flood-control projects,  
21 including the employment of persons in the District of  
22 Columbia and elsewhere, purchase of books and periodicals,  
23 printing and binding, the purchase (not to exceed \$15,000)  
24 of motor-propelled passenger-carrying vehicles and motor-  
25 boats, and for other necessary expenses: *Provided further*,



1 That funds appropriated herein may be used for flood-control  
 2 work on the Sahnun River, Alaska, as authorized by law:  
 3 *Provided further*, That funds appropriated herein may be  
 4 used to execute detailed surveys, prepare plans and speci-  
 5 fications, and to procure options on land and property  
 6 necessary for the construction of authorized flood-control  
 7 projects or for flood-control projects considered for selection  
 8 in accordance with the provisions of section 4 of the Flood  
 9 Control Act approved June 28, 1938: *Provided further*,  
 10 That the expenditure of funds for completing the necessary  
 11 surveys and securing options shall not be construed as a  
 12 commitment of the Government to the construction of any  
 13 project.

14 Flood control, Mississippi River and tributaries: For  
 15 prosecuting work of flood control in accordance with the  
 16 provisions of the Flood Control Act approved May 15, 1928,  
 17 as amended (33 U. S. C. 702a), including printing and  
 18 binding, newspapers, lawbooks, books of reference, period-  
 19 icals, and office supplies and equipment required in the Office  
 20 of the Chief of Engineers to carry out the purposes of this  
 21 appropriation, and for the purchase (not to exceed  
 22 \$42,750) of motor-propelled passenger-carrying vehicles and  
 23 motorboats for official use, \$22,000,000.

24 Emergency fund for flood control on tributaries of  
 25 Mississippi River: For rescue work and for repair or



1 maintenance of any flood-control work on any tributaries  
2 of the Mississippi River threatened or destroyed by flood.  
3 in accordance with section 9 of the Flood Control Act.  
4 approved June 15, 1936 (49 Stat. 1508), \$100.

5 Flood control, Sacramento River, California: For prose-  
6 cuting work of flood control, Sacramento River, California,  
7 in accordance with the provisions of Acts approved March 1,  
8 1917, May 15, 1928, and August 26, 1937 (33 U. S. C.  
9 703, 704; 50 Stat. 849), \$98,325.

10

## HYDROELECTRIC POWER

11 Power plant, Fort Peck Dam, Montana: For continu-  
12 ing the construction of the hydroelectric power plant at Fort  
13 Peck Dam, Montana, as authorized by the Act approved  
14 May 18, 1938 (52 Stat. 403), \$1,845,000.

15 Power plant, Bonneville Dam, Columbia River, Oregon:  
16 For continuing the construction of the hydroelectric power  
17 plant at Bonneville Dam, Columbia River, Oregon, as author-  
18 ized by the Acts approved August 30, 1935 (49 Stat. 1038),  
19 and August 20, 1937 (50 Stat. 731), \$7,170,000.

20

## UNITED STATES SOLDIERS' HOME

21 For maintenance and operation of the United States  
22 Soldiers' Home, to be paid from the Soldiers' Home Perma-  
23 nent Fund, \$806,067.



## THE PANAMA CANAL

For every expenditure requisite for and incident to the maintenance and operation, sanitation, and civil government of the Panama Canal and Canal Zone, and construction of additional facilities, including the following: Compensation of all officials and employees; foreign and domestic newspapers and periodicals; lawbooks; textbooks and books of reference; printing and binding, including printing of annual report; personal services in the District of Columbia; purchase or exchange of typewriting, adding, and other machines; purchase or exchange, maintenance, repair, and operation of motor-propelled and horse-drawn passenger-carrying vehicles; claims for damages to vessels passing through the locks of the Panama Canal, as authorized by the Panama Canal Act; claims for losses of or damages to property arising from the conduct of authorized business operations; claims for damages to property arising from the maintenance and operation, sanitation, and civil government of the Panama Canal, and construction of additional facilities; acquisition of land and land under water, as authorized in the Panama Canal Act; expenses incurred in assembling, assorting, storing, repairing, and selling material, machinery, and equipment heretofore or hereafter purchased



1 or acquired for the construction of the Panama Canal which  
2 are unserviceable or no longer needed, to be reimbursed from  
3 the proceeds of such sale; expenses incident to conducting  
4 hearings and examining estimates for appropriations on the  
5 Isthmus; expenses incident to any emergency arising because  
6 of calamity by flood, fire, pestilence, or like character not  
7 foreseen or otherwise provided for herein; travel expenses  
8 when prescribed by the Governor of the Panama Canal to  
9 persons engaged in field work or traveling on official busi-  
10 ness; not to exceed \$2,000 for travel and subsistence expenses  
11 of members of the police and fire forces of the Panama Canal  
12 incident to their special training in the United States; trans-  
13 portation, including insurance, of public funds and securities  
14 between the United States and the Canal Zone; purchase,  
15 construction, repair, replacement, alteration, or enlargement  
16 of buildings, structures, equipment, and other improvements;  
17 and for such other expenses not in the United States as the  
18 Governor of the Panama Canal may deem necessary best to  
19 promote the maintenance and operation, sanitation, and civil  
20 government of the Panama Canal, and construction of addi-  
21 tional facilities, all to be expended under the direction of the  
22 Governor of the Panama Canal and accounted for as follows:

23 For maintenance and operation of the Panama Canal:  
24 Salary of the Governor, \$10,000; contingencies of the  
25 Governor, to be expended in his discretion, not exceeding



1 \$3,000; purchase, inspection, delivery, handling, and stor-  
2 ing of materials, supplies, and equipment for issue to all  
3 departments of the Panama Canal, the Panama Railroad,  
4 other branches of the United States Government, and for  
5 authorized sales; payment in lump sums of not exceeding  
6 the amounts authorized by the Injury Compensation Act  
7 approved September 7, 1916 (5 U. S. C. 793), to alien  
8 cripples who are now a charge upon the Panama Canal by  
9 reason of injuries sustained while employed in the con-  
10 struction of the Panama Canal; and relief payments author-  
11 ized by the Act approved July 8, 1937 (50 Stat. 478),  
12 \$10,214,086: for continuing the construction of special pro-  
13 tective works, \$4,670,000; in all, \$14,884,086, together  
14 with all moneys arising from the conduct of business opera-  
15 tions authorized by the Panama Canal Act.

16 Construction of additional facilities—Panama Canal: For  
17 construction of additional facilities for the improvement and  
18 enlargement of the capacity of the Panama Canal, in accord-  
19 ance with the Act approved August 11, 1939 (53 Stat.  
20 1409), including reimbursement to the appropriations  
21 “Maintenance and Operation, Panama Canal”, “Sanitation,  
22 Panama Canal”, and “Civil Government, Panama Canal”,  
23 in such amounts as the Governor of the Panama Canal shall  
24 from time to time determine to be additional costs incurred  
25 for the objects specified in said appropriations on account of



1 the prosecution of the work; in all, \$34,932,000, and, in  
2 addition, the Governor of the Panama Canal may, when  
3 authorized by the Secretary of War, make or authorize the  
4 making of contracts prior to July 1, 1942, for or on account  
5 of the construction of such additional facilities, to an amount  
6 not in excess of \$79,000,000.

7 For sanitation, quarantine, hospitals, and medical aid  
8 and support of the insane and of lepers and aid and support  
9 of indigent persons legally within the Canal Zone, including  
10 expenses of their deportation when practicable, the purchase  
11 of artificial limbs or other appliances for persons who were  
12 injured in the service of the Isthmian Canal Commission  
13 or the Panama Canal prior to September 7, 1916, additional  
14 compensation to any officer of the United States Public  
15 Health Service detailed with the Panama Canal as chief  
16 quarantine officer, and payments of not to exceed \$50 in  
17 any one case to persons within the Government service who  
18 shall furnish blood from their veins for transfusion to the  
19 veins of patients in Panama Canal hospitals: *Provided*, That  
20 expenditures heretofore made to any person within the Gov-  
21 ernment service for blood furnished to patients in Panama  
22 Canal hospitals are hereby validated, \$1,024,223.

23 For civil government of the Panama Canal and Canal  
24 Zone, including gratuities and necessary clothing for indigent  
25 discharged prisoners, \$1,295,017.



1       Total, Panama Canal, \$52,135,326, to be available  
2 until expended.

3       In addition to the foregoing sums there is appropriated  
4 for the fiscal year 1942 for expenditures and reinvest-  
5 ment under the several heads of appropriation aforesaid,  
6 without being covered into the Treasury of the United States,  
7 and to remain available until expended, all moneys received  
8 by the Panama Canal during the fiscal year 1942 and  
9 prior fiscal years (exclusive of net profits for such prior  
10 fiscal years) from services rendered or materials and sup-  
11 plies furnished to the United States, the Panama Railroad  
12 Company, the Canal Zone government, or to their employees,  
13 respectively, or to the Panama Government, from hotel and  
14 hospital supplies and services; from rentals, wharfage, and  
15 like service; from labor, materials, and supplies and other  
16 services furnished to vessels other than those passing through  
17 the Canal, and to others unable to obtain the same elsewhere;  
18 from the sale of scrap and other byproducts of manufacturing  
19 and shop operations; from the sale of obsolete and unservice-  
20 able materials, supplies, and equipment purchased or acquired  
21 for the operation, maintenance, protection, sanitation, and  
22 government of the Canal and Canal Zone; and any net profits  
23 accruing from such business to the Panama Canal shall an-  
24 nually be covered into the Treasury of the United States.

25       There is also appropriated for the fiscal year 1942



1 for the operation, maintenance, and extension of water-  
2 works, sewers, and pavements in the cities of Panama and  
3 Colon, to remain available until expended, the necessary por-  
4 tions of such sums as shall be paid during that fiscal year as  
5 water rentals or directly by the Government of Panama for  
6 such expenses.

7       SEC. 2. No part of any appropriation contained in this  
8 Act shall be used directly or indirectly after May 1, 1941,  
9 except for temporary employment in case of emergency, for  
10 the payment of any civilian for services rendered by him on  
11 the Canal Zone while occupying a skilled, technical, clerical,  
12 administrative, executive, or supervisory position unless such  
13 person is a citizen of the United States of America or of the  
14 Republic of Panama: *Provided, however,* (1) That, not-  
15 withstanding the provision in the Act approved August  
16 11, 1939 (53 Stat. 1409), limiting employment in the  
17 above-mentioned positions to citizens of the United States  
18 from and after the date of the approval of said Act,  
19 citizens of Panama may be employed in such positions;  
20 (2) that at no time shall the number of Panamanian  
21 citizens employed in the above-mentioned positions exceed  
22 the number of citizens of the United States so employed,  
23 if United States citizens are available in continental United  
24 States or on the Canal Zone; (3) that nothing in this  
25 Act shall prohibit the continued employment of any person



1 who shall have rendered fifteen or more years of faithful and  
2 honorable service on the Canal Zone; (4) that in the selec-  
3 tion of personnel for skilled, technical, administrative, cleri-  
4 cal, supervisory, or executive positions, the controlling factors  
5 in filling these positions shall be efficiency, experience, train-  
6 ing, and education; (5) that all citizens of Panama and the  
7 United States rendering skilled, technical, clerical, adminis-  
8 trative, executive, or supervisory service on the Canal Zone  
9 under the terms of this Act (a) shall normally be employed  
10 not more than forty hours per week, (b) may receive as  
11 compensation equal rates of pay based upon rates paid for  
12 similar employment in continental United States plus 25  
13 per centum; (6) this entire section shall apply only to per-  
14 sons employed in skilled, technical, clerical, administrative,  
15 executive, or supervisory positions on the Canal Zone di-  
16 rectly or indirectly by any branch of the United States Gov-  
17 ernment or by any corporation or company whose stock is  
18 owned wholly or in part by the United States Government:  
19 *Provided further*, That the President may suspend compli-  
20 ance with this section in time of war or national emergency  
21 if he should deem such course to be in the public interest.

22 SEC. 3. No part of any appropriation contained in this  
23 Act or authorized hereby to be expended shall be used  
24 to pay the compensation of any officer or employee of the  
25 Government of the United States, or of any agency the



1 majority of the stock of which is owned by the Government  
2 of the United States, whose post of duty is in continental  
3 United States unless such person is a citizen of the United  
4 States, or a person in the service of the United States on  
5 the date of the approval of this Act who being eligible for  
6 citizenship had theretofore filed a declaration of intention  
7 to become a citizen or who owes allegiance to the United  
8 States.

9       SEC. 4. No part of any appropriation contained in this  
10 Act shall be used to pay the salary or wages of any person  
11 who advocates, or who is a member of an organization  
12 that advocates, the overthrow of the Government of the  
13 United States by force or violence: *Provided*, That for the  
14 purposes hereof an affidavit shall be considered prima facie  
15 evidence that the person making the affidavit does not  
16 advocate, and is not a member of an organization that  
17 advocates, the overthrow of the Government of the United  
18 States by force or violence: *Provided further*, That any  
19 person who advocates, or who is a member of an organization  
20 that advocates, the overthrow of the Government of the  
21 United States by force or violence and accepts employment  
22 the salary or wages for which are paid from any appropria-  
23 tion in this Act shall be guilty of a felony and, upon convic-  
24 tion, shall be fined not more than \$1,000 or imprisoned  
25 for not more than one year, or both: *Provided further*,



1 That the above penalty clause shall be in addition to, and  
2 not in substitution for, any other provisions of existing law.

3 SEC. 5. This Act may be cited as the “War Depart-  
4 ment Civil Appropriation Act, 1942”.







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77TH CONGRESS  
1ST Session

**H. R. 4183**

[Report No. 329]

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# **A BILL**

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Making appropriations for the fiscal year ending June 30, 1942, for civil functions administered by the War Department, and for other purposes.

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By Mr. SNYDER

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MARCH 26, 1941

Committed to the Committee of the Whole House on the state of the Union and ordered to be printed











The SPEAKER. Is there objection?

There being no objection, the Clerk read the bill, as follows:

*Be it enacted, etc.,* That section 5 (b) of Public Law No. 783, approved September 16, 1940, be amended to read as follows:

"(b) In time of peace, the following persons shall be relieved from liability for training and service under section 3 (b) and from the liability to serve in any Reserve component of the land or naval forces imposed by this act:

"(1) Any person who shall have satisfactorily served as an officer or enlisted man for at least 3 consecutive years in the Regular Army, Navy, Marine Corps, or Coast Guard before or after or partially before and partially after the time fixed for registration under section 2.

"(2) Any person who is a member of the active National Guard who shall have satisfactorily served as an officer or enlisted man for at least 1 year in active Federal service in the Army of the United States, and subsequent thereto for at least 2 consecutive years in the Regular Army or in the active National Guard, before or after or partially before and partially after the time fixed for registration under section 2.

"(3) Any person who is an officer or enlisted man in the active National Guard at the time fixed for registration under section 2, and who shall have satisfactorily served therein for at least 6 consecutive years, before or after or partially before and partially after the time fixed for such registration.

"(4) Any person who is an officer in the Officers' Reserve Corps on the eligible list at the time fixed for registration under section 2, and who shall have satisfactorily served therein on the eligible list for at least 6 consecutive years, before or after or partially before and partially after the time fixed for such registration.

"(5) Any person who is an officer or an enlisted man in the Organized Naval Reserve or the Organized Marine Corps Reserve at the time fixed for registration under section 2, and who shall have satisfactorily served therein for at least 6 consecutive years, before or after or partially before and partially after the time fixed for such registration or any person who is an officer or an enlisted man in the Naval Merchant Marine Reserve or Volunteer Naval Reserve or Volunteer Marine Corps Reserve at the time fixed for registration under section 2, and who shall have satisfactorily served therein for at least 8 consecutive years, before or after or partially before and partially after the time fixed for such registration."

With the following committee amendments:

Page 2, line 5, after the word "who", strike out the word "is" and insert the word "as."  
Line 6, strike out the word "who."

The committee amendments were agreed to.

The bill was ordered to be engrossed and read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

#### CIVIL FUNCTIONS APPROPRIATIONS, 1942

Mr. SNYDER. Mr. Speaker, by direction of the Committee on Appropriations, I call up the bill (H. R. 4183) making appropriations for the fiscal year ending June 30, 1942, for civil functions administered by the War Department, and for other purposes, and I ask unanimous consent that the same may be considered in the House as in Committee of the Whole.

The SPEAKER. Is there objection to the request of the gentleman from Pennsylvania?

There was no objection.

Mr. SNYDER. Mr. Speaker, it is refreshing in these times to have before us a measure emanating from the War Department, which, to a very large extent, deals not with war and implements of war, but with undertakings solely in the interest of our people in the normal way of life.

I wish I might not have to say there is an exception, but it is true that something more than one-fourth of the money in the bill may be said to be responsive to the present defense-preparation efforts, occasioned very largely by new undertakings in course of prosecution in the Canal Zone.

This is a short bill, dealing with some half-dozen lines of activity, but in its river and harbor and flood-control phases it reaches into every section of the country, and nearly all of us, very naturally, have a keen interest in the projects which such works embrace.

The Budget estimates, upon which the bill is based, call for a total of \$221,272,228. The bill you have before you is in that identical amount. We have made an adjustment within one appropriation, which I shall discuss in a moment, and through the report we indicate our desire that the Department should make a minor adjustment within another.

There was very little else for us to do. If we are in sympathy with the principle of providing sparingly for nondefense projects in order not alone that there may be more funds available for national-defense projects but to avoid infringement upon defense preparation by work projects creating heavy labor and material demands. We have adhered to the Budget figures for those reasons. The Budget Bureau itself had thus been guided, and certainly left us with no leeway for effecting reductions.

I shall touch briefly upon the several items in the bill in the order in which they appear therein.

Cemeterial expenses are up and the probability is that they will go up more. If interments measure up to the estimates, there will be need later to provide additional funds for markers and headstones for graves. The bill includes an additional amount of \$430,000, using round figures, for caring for the remains of soldier dead that will come about by the expansion that has occurred in our military forces.

The Alaska Communication System, which is self-supporting, is in for an increase of \$24,750. Some new Federal buildings are becoming available and there will be some new equipment necessary when branches of the system move into them, and there is need to provide some auxiliary power for all, or practically all of the several stations of the system maintained in the Territory.

For rivers and harbors the Budget allows \$20,000,000 for new work. This is the lowest amount since 1935, although project upon project has been authorized since, and pyramided upon a host of other projects awaiting funds for their initia-

tion. There are some \$4,000,000 worth of authorized defense projects, or so-called defense projects, which are not cared for in the \$20,000,000. The projects provided for you will see in a table on page 36 of the hearings.

Owing to defense preparation, the committee has not disturbed the Budget estimate. As to the authorized projects having a defense aspect, and there are six of them altogether, as I recall, unquestionably, as the defense preparation effort develops we may expect a Budget estimate for their commencement. In fact, it has been intimated to us that an estimate is being discussed now for one of the projects—the Kennebec River project in Maine.

For river and harbor maintenance the allocation is \$43,100,000. The distribution of that amount appears in a table commencing on page 37 of our hearings. For the present year there has been made available for maintenance \$45,745,310. While unquestionably the engineers could use more to good advantage, I feel that I can assure you that the amount proposed will avoid the undoing of any finished work or work which will attain a maintenance status during the ensuing fiscal year.

For flood control, general, we had an estimate of \$71,129,000, and we recommend to you that amount. It is substantially the amount of the current appropriation. With the exception of a project in West Virginia, which has a direct relationship to defense preparation, the estimate includes no money for commencing new projects, and there are many in the program which have not been started. You can see the list, starting on page 57 of the hearings.

The committee found itself in the same situation it was in last year as to this general flood-control work—nothing for new projects in the estimate at all.

We have done the same thing we did last year. In other words, we have earmarked 10 percent of the amount in the Budget for prosecuting work on going projects, for beginning new projects, projects which constitute a part of the authorized general flood-control program. There are many of them, as you will see in the itemization beginning on page 57 of the hearings.

The effect of this course is to make \$6,554,035 available exclusively for starting projects which have been in a stand-by status. Of course, what projects will be selected we simply do not know. The law says that authorized projects shall "be prosecuted in order of their emergency as may be designated by the President."

Turning to the flood-control project applying to the alluvial valley of the Mississippi River, the Budget has set up \$22,000,000, and this bill, likewise, carries that amount, which is \$8,000,000 less than has been made available for the present fiscal year. There is about \$92,000,000 worth of work which can be proceeded with at this time. A much larger amount than \$92,000,000 is needed to complete the project, but the excess applies to a phase which is being restudied, and, perhaps, there will need to be some additional legislation.



The proposed application of the \$22,000,000 you will find itemized on page 70 of the hearings.

We have got two power projects in the bill. One completes the Fort Peck Dam installation, which will make available 50,000 kilowatts. The amount of the appropriation is \$1,845,000.

The other power project is at the Bonneville Dam, in Oregon. We carry \$7,170,000 for going forward with a 10-unit installation, which will have an output of 518,400 kilowatts, for all of which we are told there will be a demand by 1944. A little more than \$3,000,000, over and above the amount in this bill, it has been represented to us, will wind up the work.

As to the Panama Canal Zone, I might say that the normal items are normal. The expenditures proposed contemplate the usual run of outlays for the operation and maintenance of the existing facilities. Getting away from the usual, however, there is an item of \$4,670,000 for continuing the special protective works project, and we meet with the second increment for building the new set of locks, a matter of \$34,932,000 in cash and \$79,000,000 in contractual authority. The authorized cost of the project is \$277,000,000. Last year, you will recall, we started the project with \$15,000,000 of cash and \$99,000,000 of contractual authority. Present indications point to the accomplishment of the work well ahead of June 30, 1946, which was the original objective.

Mr. Speaker, in a rather general way, I believe I have spoken upon all of the main provisions of the measure before us. I deplore the fact, as I know all Members do, that this world situation has so greatly interfered with our normal pursuits and our normal improvement and development programs, whatever their nature may be, and it is my earnest hope and prayer that divine Providence may bring about an early victory for the democracies, so that America, instead of being employed as the arsenal of democracy, may turn its energies into providing protection from the ravages of floods, engage more extensively in soil conservation and reclamation, further improve its rivers and harbors, make available an abundance of cheap power to every section of the country, proceed with the construction of a great arterial highway system, and otherwise engage in undertakings that will make this great land of ours a more happy place in which to live for those who are or who may become privileged to call it home. [Applause.]

The Clerk read as follows:

*Be it enacted, etc.,* That the following sums are appropriated, out of any money in the Treasury not otherwise appropriated, for the fiscal year ending June 30, 1942, for civil functions administered by the War Department, and for other purposes, namely:

Mr. POWERS. Mr. Speaker, I move to strike out the last word.

Mr. Speaker, the gentleman from Pennsylvania [Mr. SNYDER] has made a very full and complete statement with reference to the bill. I shall not make a long statement, because the bill is within budgetary limits. There have been a few changes made, simply transfers in certain cases, but I do want to call the at-

tention of every Member of the House to certain testimony in the hearings on page 46 by the gentleman from Alabama [Mr. STARNES] about the St. Lawrence waterway. His questioning runs over to page 47 and into page 48. Then, on page 49, you will find some questions by the gentleman from Mississippi [Mr. COLLINS] about the proposed St. Lawrence seaway.

Mr. Speaker, shortly we are going to get the St. Lawrence proposition, and I want to say this afternoon, and I want to make it a matter of record, that those of you who are interested in worthy flood-control projects and worthy river and harbor projects had better watch this St. Lawrence waterway rather carefully, because if 300 or 400 or some other amount of millions of dollars is appropriated for that project it will be very difficult for many of the Members to obtain moneys for projects in their own districts which are vitally necessary to their constituencies.

[Here the gavel fell.]

Mr. PLUMLEY. Mr. Speaker, I move to strike out the last two words.

Mr. Speaker, my attention has just been called to the fact that the Times-Herald tonight carries a statement to the effect that the C. I. O. refuses to call off the Allis-Chalmers strike, and in the newspaper account it says:

By what power are you and Secretary Knox authorized to issue ultimatums when provisions are already made in the Executive order issued—

And so forth. Well, I would like to tell them that unless they call off that strike we are going to do something right here and now. [Applause.]

Mr. BOREN. Mr. Speaker, I move to strike out the last three words.

Mr. Speaker, my concern for my country has caused me to view with considerable trepidation at least three things that are going on in this country. One is the ridiculous pastime of the War Department in drafting dancing girls, hostesses, juke boxes, and so forth, to make an army of "woman's home companions," or something of that sort, out of the million men we have drafted to train to defend this country. As far as I am concerned, I am going to start voting against many of the things that the Military Affairs Committee or the Subcommittee on Appropriations for military affairs bring in here until the War Department starts utilizing those funds for the purposes we intended. The social column in the War Department is as dangerous as it is ridiculous and absurd. The second circumstance that I am concerned about is the need to purge this country of dollar-a-year men, who by prostituting the word "patriotism" have gotten into the heart of our Government to utilize those positions to divert appropriations that we are making into the channels of their selfish interests. The whole caboodle are not worth a dollar a year to the public interest.

My third comment, which is the conclusion of this first, and probably the last, speech that I will make this year, is that I am gravely concerned about strikes in this country. Despite the fact that the administrative branch of our Government has power enough to take care of

it if they saw fit to invoke those powers, I feel that the United States Congress should now accept the responsibility that is being neglected by the administrative branches of the Government. [Applause.]

As far as I am concerned, regardless of the fact that it will not be pleasing perhaps to a majority of this body, I personally cannot agree to Congress going in recess until something has been done to curb the bottleneck in our production spelled s-t-r-i-k-e. [Applause.]

Leaders of labor and leaders of management are both acting in a hard-headed, selfish way. Uncle Sam may have to take these hard heads and bump them painfully together.

The evident need of my country makes me ready to vote for compulsory arbitration, if necessary. It might even be wise to draft Henry Ford and John L. Lewis and William Green, put them all on buck private's pay, and make them march down the road for America.

Regardless of the right and wrong of strikes, this is no time for a strike. France is not cold in her grave. She is our lesson. She was assassinated by her own people, and the knife that struck her heart was the strike. Strikes must stop now. The very least that our country can expect is a moratorium on strikes until the war is over. If labor and management need compulsion, let us give it to them now. America is bigger and more important than any union or any industry. Congress has the power to declare war on strikes in defense industry. There will be no unanimous consent to recess until this problem is solved.

Mr. BARRY. Mr. Speaker, I ask unanimous consent to extend my remarks in the RECORD at the end of the debate on this bill.

The SPEAKER. Without objection, it is so ordered.

There was no objection.

The Clerk read as follows:

#### QUARTERMASTER CORPS CEMETERIAL EXPENSES

For maintaining and improving national cemeteries, including fuel for and pay of superintendents and the superintendent at Mexico City, and other employees; purchase of tools and materials; repair, maintenance, and operation of passenger-carrying motor vehicles; care and maintenance of the Arlington Memorial Amphitheater, chapel, and grounds in the Arlington National Cemetery, and that portion of Congressional Cemetery to which the United States has title and the graves of those buried therein, including Confederate graves, and including the burial site of Pushmataha, a Choctaw Indian chief; repair to roadways but not to more than a single approach road to any national cemetery constructed under special act of Congress; for headstones or markers for unmarked graves of soldiers, sailors, and marines under the acts approved March 3, 1873 (24 U. S. C. 279), February 3, 1879 (24 U. S. C. 280), March 9, 1906 (34 Stat. 56), March 14, 1914 (38 Stat. 768), February 26, 1929 (24 U. S. C. 280a), and April 18, 1940 (54 Stat. 142), and civilians interred in post cemeteries; recovery of bodies and disposition of remains as authorized by act of May 17, 1938 (10 U. S. C. 916-916d), including remains of personnel of the Army of the United States who die while on active duty; expenses authorized by act of July 8, 1940 (54 Stat. 743), incident to remains,



dependents, and property of employees dying while in a travel status or on duty in a Territory or possession of the United States or in a foreign country; travel allowances of attendants accompanying remains of military personnel and civilian employees; for repairs and preservation of monuments, tablets, roads, fences, and so forth, made and constructed by the United States in Cuba and China to mark the places where American soldiers fell; care, protection, and maintenance of the Confederate Mound in Oakwood Cemetery at Chicago, the Confederate Stockade Cemetery at Johnstone Island, the Confederate burial plats owned by the United States in Confederate Cemetery at North Alton, the Confederate Cemetery, Camp Chase, at Columbus, the Confederate Cemetery at Point Lookout, and the Confederate Cemetery at Rock Island; and for care and maintenance of graves used by the Army for burials in commercial cemeteries, \$2,765,626: *Provided*, That no railroad shall be permitted upon any right-of-way which may have been acquired by the United States leading to a national cemetery, or to encroach upon any roads or walks constructed thereon and maintained by the United States: *Provided further*, That no part of this appropriation shall be used for repairing any roadway not owned by the United States within the corporate limits of any city, town, or village.

Mr. O'CONNOR. Mr. Speaker, I move to strike out the last word.

Mr. Speaker, this bill carries an appropriation sufficient to complete the installation of power and irrigating facilities at Fort Peck Dam, which is the largest dirt dam in the world. It is located on the Missouri River, in Montana, and was completed at a cost of something like \$100,000,000. The installation of this power plant is going to be a Godsend to the Northwest for irrigation, culinary, and other useful purposes. It will enable us to put electricity in the rural as well as urban homes. The completion of this plant will furnish the necessary power for industrial and irrigation development purposes. It is the final step in a great and useful project, and I hope the appropriation will remain in the bill. [Applause.]

Mr. COX. Mr. Speaker, I rise in opposition to the pro forma amendment.

Mr. Speaker, I have this afternoon introduced two bills. One provides for the reduction in Government expenditures in all but defense activities bringing them down to the 1933 level. The other provides for the drafting of the manhood of this Nation, having in mind that the President should be given unquestioned power to draft labor, and having that power should exercise it. What is going on is perfectly shameful.

The recent order made by the President setting up a conciliation board does not answer the question. It leaves us completely in the hands of the labor racketeers. We ought to do something and, as has been suggested this afternoon, we ought to do it now.

Mr. VAN ZANDT. Mr. Speaker, will the gentleman yield?

Mr. COX. I yield.

Mr. VAN ZANDT. Does the gentleman's resolution provide for a reduction of all governmental expenditures with the exception of national-defense items?

Mr. COX. It does.

Mr. VAN ZANDT. Did the gentleman include in his resolution a reduction of

veterans' benefits similar to the Economy Act of 1933?

Mr. COX. No specific provision is made other than that all Federal expenditures other than defense activities should be reduced, and I think they should be reduced. Somebody must make sacrifice somewhere along the line. The veteran has probably already made his. Certainly he is entitled to applause for his fine Americanism in this time of stress.

Mr. VAN ZANDT. Does the gentleman realize that Congress recognized the mistake they made in 1933 when they passed the Economy Act by restoring, since 1933, practically every benefit the Economy Act took away from the veterans and their dependents?

Mr. COX. I voted for that act, and am glad I did, and I think it was a mistake for Congress to have shown the white feather and run away from it so soon.

Mr. RICH. Mr. Speaker, will the gentleman yield?

Mr. COX. I yield.

Mr. RICH. I may say to my friend from Georgia that if we do not cut down Government expenditures some place the veterans will get nothing after a while.

Mr. COX. I agree with the gentleman. We are headed for ruin and we ought to take this Government out of pawn. It is in pawn to the racketeers. We ought to recover it, and it is the business of Congress to do the job. [Applause.]

Mr. RICH. Would not this be a good time to pass the Smith amendments to the Wagner Act?

Mr. COX. I understand a resolution has been introduced providing for the continuation of that committee. I hope it is continued and I hope Congress meets its responsibility, reconsiders and re-adopts the amendments they adopted in the last session.

Mr. RICH. If we continue the committee the Congress is going to do nothing unless they adopt the recommendations of the committee.

Mr. COX. I believe the people of this country are fed up on the inactivity of the Congress as regards labor racketeering and its fear or its failure to step up and meet its responsibility and do its job. The same influences that sent France to ruin are now working on us. [Applause.]

The Clerk read as follows:

#### RIVERS AND HARBORS

For the preservation and maintenance of existing river and harbor works, and for the prosecution of such projects heretofore authorized as may be most desirable in the interests of commerce and navigation; for survey of northern and northwestern lakes and other boundary and connecting waters as heretofore authorized, including the preparation, correction, printing, and issuing of charts and bulletins, and the investigation of lake levels; for prevention of obstructive and injurious deposits within the harbor and adjacent waters of New York City; for expenses of the California Debris Commission in carrying on the work authorized by the act approved March 1, 1893, as amended (33 U. S. C. 661, 678, and 683); for removing sunken vessels or craft obstructing or endangering navigation as authorized by law; for operating and maintaining, keeping in repair, and continuing in use without interruption any lock, canal (except the Panama

Canal), canalized river, or other public works for the use and benefit of navigation belonging to the United States, including maintenance of the Hennepin Canal in Illinois; for payment annually of tuition fees of not to exceed 50 student officers of the Corps of Engineers at civil technical institutions under the provisions of section 127a of the National Defense Act, as amended (10 U. S. C. 535); for examinations, surveys, and contingencies of rivers and harbors; for printing and binding, newspapers, lawbooks, books of reference, periodicals, and office supplies and equipment required in the Office of the Chief of Engineers to carry out the purposes of this appropriation, including such printing as may be authorized by the Committee on Printing of the House of Representatives, either during a recess or session of Congress, of surveys authorized by law, and such surveys as may be printed during a recess of Congress shall be printed, with illustrations, as documents of the next succeeding session of Congress, and for the purchase (not to exceed \$167,870) of motor-propelled passenger-carrying vehicles and motorboats, for official use: *Provided*, That no part of this appropriation shall be expended for any preliminary examination, survey, project, or estimate not authorized by law, \$63,100,040: *Provided*, That from this appropriation the Secretary of War may, in his discretion and on the recommendation of the Chief of Engineers based on the recommendation by the Board of Rivers and Harbors in the review of a report or reports authorized by law, expend such sums as may be necessary for the maintenance of harbor channels provided by a State, municipality, or other public agency, outside of harbor lines and serving essential needs of general commerce and navigation, such work to be subject to the conditions recommended by the Chief of Engineers in his report or reports thereon: *Provided further*, That no appropriation under the Corps of Engineers for the fiscal year 1942 shall be available for any expenses incident to operating any power-driven boat or vessel on other than Government business: *Provided further*, That not to exceed \$1,000 of the amount herein appropriated shall be available for the support and maintenance of the Permanent International Commission of the Congresses of Navigation and for the payment of the actual expenses of the properly accredited delegates of the United States to the meeting of the Congresses and of the Commission.

Mr. CULKIN. Mr. Speaker, I offer an amendment.

The Clerk read as follows:

Amendment offered by Mr. CULKIN: Page 7, line 2, after the word "law", strike out "\$63,100,040" and insert "\$64,100,040."

Mr. CULKIN. Mr. Speaker—

Mr. POWERS. Mr. Speaker, will the gentleman yield?

Mr. CULKIN. I yield.

Mr. POWERS. After hearing the gentleman's amendment I am inclined to believe that one of the reasons it is being offered is because of some erroneous information I gave the gentleman. I recall that several days ago the gentleman asked me something about the rivers and harbors and flood-control appropriations. I told him at that time I thought there would be a certain amount set aside in addition and above the \$20,000,000 for rivers and harbors, and I was sure he could sell General Schley his particular project. I was in error, in honest error, and I am sorry I gave the gentleman that information.

Mr. CULKIN. I thank the gentleman for his willingness to make that statement. It will perhaps clarify and justify



my appearance at this time. Mr. Speaker, I have offered this amendment adding \$1,000,000 to the appropriation for general rivers and harbors purposes. It is proposed to substantially earmark this item by the discussion here for the purpose of expending the \$1,000,000 on a channel at the port of Oswego, N. Y.

Here are the facts: Three years ago at the suggestion of this Government the Central New York Power Co. built an \$13,000,000 steam station at that port. The power so created, which amounted to 200,000 horsepower, was to go into the power pool in northern and central New York to service the manufacturers of munitions from Buffalo to Schenectady. That is a very intensely industrialized area. It was supposed at that time that this item of harbor improvement had the endorsement of everybody in the Government from the President down. Today I am faced with the fact and the committee is faced with the fact that this item has been left out because it was not budgeted.

May I say, Mr. Speaker, that this is a vital national-defense item. It is so characterized by the National Power Policy Committee, which is made up of Mr. Lilienthal, Mr. Ickes, Mr. Olds, and various other proponents of public ownership. This group says, in a letter addressed to General Robbins in response to an inquiry from him, that the studies of the National Power Policy Committee show that the steam electric plant now being operated and constructed at Oswego will be greatly needed for national-defense purposes. Then the writer of the letter, the able Vice Chairman of the Committee, Mr. Olds, said that the proposed improvements in Oswego Harbor should therefore be among the rivers and harbors projects having a definite national-defense value.

When these arch proponents of public ownership say that a steam plant built by the utilities and built with the money of their stockholders is national defense, and purely national defense, surely that creates an absolute presumption to that end. The utilities have gone ahead on this implied promise from the administration and have spent some \$18,000,000 in the construction of this plant. The plant is now constructed and is being operated at tremendous additional expense because of the absence of a channel in the harbor there.

It is intended to bring this coal up from Pennsylvania, amounting to 300,000 tons a year for the present two units. There are under contemplation an additional two units to this plant, which will make the consumption 600,000 tons a year out of Pennsylvania.

[Here the gavel fell.]

Mr. CULKIN. Mr. Speaker, I ask unanimous consent to proceed for 5 additional minutes.

The SPEAKER. Is there objection to the request of the gentleman from New York [Mr. CULKIN]?

There was no objection.

Mr. CULKIN. Mr. Speaker, the operation of this steam plant now constructed is handicapped in its operation by the high cost in the transportation of fuel. The construction of this channel will enable the utility company to save to the

consumers—industrial and household—according to estimates of the engineers, some \$300,000 a year. May I say that under the statutory set-up in New York State that such savings are invariably reflected back to the consumers.

This item had the unanimous approval of the Rivers and Harbors Committee which gave it the lone right-of-way in an authorization bill.

We have spent in the aggregate some six or seven hundred million dollars on Bonneville, Grand Coulee, T. V. A., and other public ownership propositions. I have no quarrel with that, but in this case it is a tax-paying private utility spending its own money with the added fact that it stands as a bona fide national-defense project. It is so characterized by the administration proponents of Government ownership in the Power Policy Committee. They urge its inclusion in the bill. May I say, Mr. Speaker, that in my judgment there is nothing sacrosanct about the Budget. The Budget carries out the beliefs, social and otherwise, of certain gentlemen in the Government and this House should reserve to itself jurisdiction in such a case as this.

Mr. DONDERO. Will the gentleman yield?

Mr. CULKIN. I yield to the gentleman from Michigan.

Mr. DONDERO. Was not this plant built really upon the promise or the position taken by the Government that it would in good faith construct this channel so fuel could be gotten to the plant?

Mr. CULKIN. I am not charging anybody with bad faith.

Mr. DONDERO. Well, they did depend on the Government to carry out its agreement?

Mr. CULKIN. There was an implied agreement this channel would be forthcoming after the usual circumstance of authorization and appropriation. Now this utility is stopped in its tracks after it has spent \$18,000,000. This patriotic company is making an essential and absolutely important contribution to national defense. It is in aid of every munitions manufacturer from Buffalo to Schenectady, in the most intensely industrialized area probably in the Union.

Mr. PITTINGER. Will the gentleman yield?

Mr. CULKIN. I yield to the gentleman from Minnesota.

Mr. PITTINGER. As a matter of fact, the Rivers and Harbors Committee considered this favorably, did it not?

Mr. CULKIN. Oh, yes; it got the right-of-way. The gentleman from Texas [Mr. MANSFIELD] is present and I hope he will say a word in reference to this matter. I repeat, we are a legislative body and there is in these days nothing sacrosanct about the Budget. I trust this House will favorably consider my amendment.

[Here the gavel fell.]

Mr. SNYDER. Mr. Speaker, I rise in opposition to the amendment.

Mr. Speaker, I invite the attention of the Members of the House to page 32 of the hearings. On page 32 it is stated:

Mr. SNYDER. I see you have a list of the projects authorized by the act of October 17, 1940. I suggest that that be inserted,

but I wish you would have included therein the amounts carried in the first deficiency bill, 1941.

That is what I asked General Schley, to which he replied:

Yes; we will do that.

You will notice he inserts the 21 projects that were authorized.

Turn to page 30 and look at the top of the page. I will read what the Bureau of the Budget did:

General SCHLEY. The Budget excluded the following projects:

Kennebec River, Maine.....	\$800,000
Boston Harbor, Mass. (seaplane channel).....	2,300,000
Nantasket (Hull) Gut and Weymouth Fore River, Mass.....	141,000
Channel from Manteo to Oregon Inlet, N. C.....	45,000
Silver Lake Harbor, N. C.....	60,000
Oswego Harbor, N. Y.....	1,000,000

Total ..... 4,346,000

You will notice that 21 projects were authorized but that the Bureau of the Budget in analyzing the national-defense aspect of the situation left these 6 projects out as not coming under the same classification or having as high priority as the other 15. If the House were to put in the Oswego project—and I am in entire sympathy with the gentleman from New York and what he said about the usefulness of this project—it only would be fair to put in all the other 5 projects listed here, because they come under the same classification. No estimate was sent up here for those other 5 projects, just as no estimate was sent up for the Oswego Harbor project.

Mr. CULKIN. Mr. Speaker, will the gentleman yield?

Mr. SNYDER. I yield to the gentleman from New York.

Mr. CULKIN. I call the gentleman's attention to the testimony on page 29, about halfway down the page:

Mr. SNYDER. How important do you consider the Oswego project in the matter of priority in connection with national defense?

General ROBINS. The National Power Policy Committee regards it as highly important. It will save in the matter of transportation facilities in hauling coal into the plant and let deeper-draft vessels come in with coal so that it will not require so many ships. I think that project can be considered as quite important from a national-defense standpoint.

Mr. SNYDER. Are those projects regarded as of paramount importance in a national-defense sense?

General ROBINS. Yes, sir; I think so.

Mr. SNYDER. The gentleman is quite right. The gentleman's project has high priority. So, no doubt, have the other five for which no estimate has come in. I have no basis for the statement, but I have a feeling that all of these projects which the Budget has passed over will be included in a submission in the near future. I hope so and I hope the gentleman's project will thus be taken care of.

The SPEAKER. The question is on the amendment offered by the gentleman from New York [Mr. CULKIN].

The question was taken; and on a division (demanded by Mr. CULKIN) there were—ayes 28, noes 48.

So the amendment was rejected.

Mr. HARRINGTON. Mr. Speaker, I offer an amendment.



The Clerk read as follows:

Amendment offered by Mr. HARRINGTON: On page 7, line 2, strike out "\$63,100,040" and insert in lieu thereof "\$88,100,040."

Mr. HARRINGTON. Mr. Speaker by way of explanation, it will be the purpose of the gentleman from California [Mr. Voorhis] to offer an amendment to the flood-control item contained in this bill in the same amount as the amount I am offering to the rivers and harbors section of the bill.

If those of you who have copies of the hearings will turn to page 30, you will see there are some 77 projects listed by the Army engineers as being projects to which it is feasible and desirable from a national-defense standpoint to allot funds during the current year. The total amount of the items the Army engineers have said they could profitably expend is \$128,861,700. Out of the 77 projects they have listed under the flood-control item, only 33 have been allocated any funds up to the extent of \$20,000,000.

It is my contention, addressed particularly to the Members from the Middle West, that inasmuch as national defense has seen fit to take most of the funds which have been available heretofore, we should stand shoulder to shoulder behind an increase in this appropriation as well as an increase in the appropriation for the flood-control items. There is not a single dollar that will go to new work, as I read this bill. I agree with my friend, the gentleman from New York [Mr. CULKIN], in his contention that this item increasing the bill from \$63,000,000 to \$88,000,000 will give ample funds for every item the Army engineers deem desirable and needful of completion at this particular time. I urge upon the Members of the House that they consider that they have a stake in this rivers and harbors appropriation bill.

Many of them have been left out completely, and, particularly, for example, the gentlemen from Missouri and Louisiana should be interested in this item, because on the river down there they have allocated no funds at all for the purpose of completing that project.

As for the Missouri River, from Kansas City to Sioux City, in which I am chiefly interested, last year the total appropriation for new work on that stretch of the river was \$3,900,000. This year the Budget has cut that by \$1,200,000, and today we have but \$1,700,000 available for the next fiscal year.

In like manner all of the items for maintenance work have been curtailed, and it seems to me, Mr. Speaker, this is the time to assert our influence and quit being rubber stamps for the bureaus. For one, I hope and ask each man who is interested in any river and harbor item to give full consideration to this amendment and vote in support of it.

Mr. DONDERO. Mr. Speaker, will the gentleman yield?

Mr. HARRINGTON. I will be glad to yield to the gentleman from Michigan.

Mr. DONDERO. How did the gentleman arrive at the increase of \$22,000,000?

Mr. HARRINGTON. It is \$25,000,000.

Mr. DONDERO. Just what does that include? Do you mean the projects on page 31 of the hearings?

Mr. HARRINGTON. The projects are listed on pages 30 and 31 of the hearings. There are 77 projects listed on which they could profitably spend some additional funds during this year.

Mr. DONDERO. The \$25,000,000 is to be allocated among all of them?

Mr. HARRINGTON. Among the entire 77 projects; that is right.

[Here the gavel fell.]

Mr. SNYDER. Mr. Speaker, I move that all debate on this paragraph and all amendments thereto close in 5 minutes. The motion was agreed to.

Mr. TERRY. Mr. Speaker, I rise in opposition to the amendment.

Mr. Speaker, I have every sympathy with my colleagues who have river and harbor and flood-control projects in their districts or in their areas, which are not provided for in the present bill, but we must all recognize that with the enormous amount of funds that is required for the national-defense program it is necessary we cut down on other programs that may not be considered as essential at this particular time as the defense program.

The Missouri River, in that region which has been referred to by my friend from Iowa, has had very generous treatment by the Army engineers. If you take it by and large and look at the history of the flood-control program and the river and harbor program, you will find that the Army engineers have tried to do the fair thing by the various areas of our country. If we depart from the program of letting the Army engineers say what priority the various projects shall have and fight it out on the floor of the House, you know what the inevitable result will be. It will be a dog fight here from dawn until dark, and if we started that sort of program, we would not finish here before Monday morning.

Mr. MAHON. Mr. Speaker, will the gentleman yield?

Mr. TERRY. I yield to my friend from Texas.

Mr. MAHON. Is it not true with respect to various Members of the House from the several States who are interested in particular projects that it would be unwise for us to undertake to put any of those projects in the measure and disrupt the bill and the program?

Mr. TERRY. The gentleman is entirely correct in his statement. For instance, on page 36 of the hearings, there is an item of the Missouri River mouth to Kansas City, \$80,000,000, total estimated cost, and there has been previously allotted \$75,523,834, and there are other sections equally generously treated. I have friends who have come to me from Louisiana and other States who have suggested that it is most important that their projects be included in the bill at this time, but we have had to turn them down. We have felt it wise to follow the Budget. We have followed the recommendations of the Army engineers, and so we cannot be fish with one and fowl with another. We have got to be fair with the whole House.

Mr. HARRINGTON. Mr. Speaker, will the gentleman yield?

Mr. TERRY. I yield.

Mr. HARRINGTON. That is just exactly what my amendment is attempt-

ing to do. It is an attempt to give everybody some of the funds that should be made available this year for river and harbor work, and \$25,000,000 additional will give sufficient funds to all of these projects so they can have part of the work going on.

Mr. TERRY. If we give \$25,000,000 instead of the \$20,000,000, as suggested by the Budget, there are many millions of dollars additional that could be just as wisely spent by the Army engineers.

Mr. HARRINGTON. If the gentleman will yield further, does not the gentleman think it is just as much in the interest of national defense to take care of our own projects in the United States as it is to allocate and give away funds to other nations?

Mr. TERRY. If the Missouri River does not get this allocation of \$5,000,000, I do not know that the democracies of the world will be imperiled. I sympathize with the gentleman, but we have to take first things first.

Mr. HARRINGTON. And I am just pointing that one out as an example. There are 77 items in this bill, 44 of which have not a cent allocated to them.

Mr. TERRY. There are a great many flood-control projects that have not got allocations either.

Mr. HARRINGTON. But they should have.

Mr. TERRY. They probably should have and in the course of time we will get to them. The Army engineers have started on this program of building up the Mississippi and Missouri Rivers from year to year, and, as has been pointed out, if the gentleman will read the record, he will see that these rivers have been most generously treated. I ask that the amendment be defeated.

The SPEAKER. The time of the gentleman from Arkansas has expired. The question is on the amendment offered by the gentleman from Iowa.

The amendment was rejected.

The Clerk read as follows:

#### FLOOD CONTROL

Flood control, general: For the construction and maintenance of certain public works on rivers and harbors for flood control, and for other purposes, in accordance with the provisions of the Flood Control Act, approved June 22, 1936, as amended and supplemented, including printing and binding, newspapers, law books, books of reference, periodicals, and office supplies and equipment required in the Office of the Chief of Engineers to carry out the purposes of this appropriation, the purchase (not to exceed \$27,200) of motor-propelled passenger-carrying vehicles and motorboats for official use, and for preliminary examinations and surveys of flood-control projects authorized by law, \$71,129,000, of which not to exceed \$7,683,035 shall be available immediately and exclusively for expenditure upon projects on account of which allotments heretofore have not been made, and, in addition, for the protection at approaches to military reservations from flood waters: *Provided*, That \$998,342 of this appropriation shall be transferred and made available to the Secretary of Agriculture for preliminary examinations and surveys, as authorized by law, for run-off and water-flow retardation and soil-erosion prevention on the watersheds of flood-control projects, including the employment of persons in the District of Columbia and elsewhere, purchase of books and periodicals, printing and binding, the purchase (not to exceed \$15,000) of



motor-propelled passenger-carrying vehicles and motorboats, and for other necessary expenses: *Provided further*, That funds appropriated herein may be used for flood-control work on the Salmon River, Alaska, as authorized by law: *Provided further*, That funds appropriated herein may be used to execute detailed surveys, prepare plans and specifications, and to procure options on land and property necessary for the construction of authorized flood-control projects or for flood-control projects considered for selection in accordance with the provisions of section 4 of the Flood Control Act approved June 28, 1938: *Provided further*, That the expenditure of funds for completing the necessary surveys and securing options shall not be construed as a commitment of the Government to the construction of any project.

Mr. VOORHIS of California. Mr. Speaker, I offer the following amendment, which I send to the desk.

The Clerk read as follows:

Amendment offered by Mr. VOORHIS of California: Page 8, line 10, strike out "\$71,129,000" and insert "\$96,129,000."

Mr. VOORHIS of California. Mr. Speaker, this amendment in my opinion is an important amendment from the standpoint of national defense. If I did not believe that, I would not offer it here. I have inserted the figures \$25,000,000 because under the plan followed by the Corps of Engineers I know whatever the amount of the amendment I offer is, it is not all going to be expended in the territory about which I appeal to you in the few minutes this afternoon. In the break-down of expenditures of funds which is carried in the hearings it is proposed to expend \$9,270,000 in what is known as the South Pacific division under the \$70,000,000 appropriation. In the statement which I made, and which is contained in the last two pages of the hearings, there is a statement by the district engineer that the Los Angeles County flood-control district, in which he cites the report of the Chief of Army Engineers, who said that \$20,000,000 could be spent with great advantage on the flood-control items in that area in the next year.

Now, why do we want this money? The first exhibit that I offer is a bunch of pictures taken of the Lockheed Aircraft Corporation plant, one of the biggest manufacturers of aircraft in this country at the present time. Here is a picture of the inside of the plant with 2 feet of water in it, and here is another picture of the inside of the plant where the sand bags could not keep the water from coming in. There are many more here which I wish the Members would look at. I am talking about a situation existing in Los Angeles County, a county that has already expended of its own money \$100,000,000 on flood-control projects, and the reason we need this money is because there is a certain specific project already recommended by the engineers that could be built that would carry the floodwater away so that it would not threaten the Lockheed plant or the main air fields in Burbank.

Mr. CASE of South Dakota. Mr. Speaker, will the gentleman yield?

Mr. VOORHIS of California. Not at the moment. The Lockheed plant is located at this point on this map, and

when we have heavy rains, the flood comes down and sweeps across this territory here, and we do not know just where it will go, nor can it be controlled effectively until the flood-control project is completed. A great deal of the work has been done but it is not finished, and the purpose of this amendment is to make possible its speedy going forward. Another important item is the dam on the San Gabriel River at this point, because that dam will make possible a diversion of waters of the San Gabriel River so that none of those waters will go down what we call the Rio Hondo and enter the Los Angeles River at this point, for when they do it means that there is sometimes a great volume of water going down through Long Beach and carrying silt and boulders and all sorts of debris down into the anchorage of the United States Fleet, which is located right here in the harbor.

Another reason for having this money is that it would make possible to utilize and speed the progress of the completion of the channel of the Los Angeles River, right through the heart of the city of Los Angeles. Until that project is completed in that area, it will mean that all of this shaded area is subject to overflow. In this particular area there are located the Vultee aircraft plant, the Consolidated Steel Co., the North American aircraft plant, and a number of other very important aircraft factories. The Douglas aircraft factory has a plant here and one over in this territory. In all of these cases we have a situation, with our low coastal plain, subject to flash floods coming out of the mountains which are almost unpredictable, which could only be controlled when the program of the Army engineers has been concluded.

I have all sorts of technical information I can give you. I have letters from the Lockheed Aircraft Corporation and others. Obviously I do not have time to read them. Here are some clippings from the papers that will show that for 5 days the Lockheed aircraft plant was shut down completely on account of floods.

It seems to me it is as important for national defense to have these plants able to maintain operation because they are free of floodwaters in their factories as for any other reason. That is the reason I have offered this amendment. Obviously we have not had anything like time to present this thing in a proper manner. I think we should have had debate on this bill. Had we had debate, I could have asked for 10 minutes and presented the matter properly, but as it is I must hurry through and do the best I can.

[Here the gavel fell.]

Mr. STARNES of Alabama. Mr. Speaker, I ask unanimous consent that all debate on this amendment and all amendments thereto close in 3 minutes.

The SPEAKER. Is there objection?

There was no objection.

Mr. STARNES of Alabama. Mr. Speaker, the committee is sympathetic with the problem of the gentleman from California [Mr. VOORHIS]. We know he is earnest and sincere in his desire to

improve the conditions which exist in that area. But I wish to call to the attention of the House that 14 percent of this entire amount is going into the Los Angeles district. If conditions are so bad as painted by the eloquent gentleman from California, it strikes me that he should be able to get Mr. Knudsen of the Office of Production Management, the Board of Engineers and the President of the United States to go along and agree with him. I think that situation is not half so bad as the situation we had 2 weeks ago at the Vultee plant when it was closed down by a Communist-led strike. For my part, I think we have been generous with that area, as generous as with any other section of the country, and probably more so. Obviously we cannot appropriate money for every desirable project in this country. The committee hopes that the House will go along with it and vote down this amendment.

Mr. VOORHIS of California. Will the gentleman yield?

Mr. STARNES of Alabama. I yield.

Mr. VOORHIS of California. I am not asking for any personal sympathy from the committee or anybody else. I am trying to do my job here. This does not affect my district especially. As a matter of fact, most of these important plants are not in my district, but are in the districts of other Members of Congress. The only reason I presented this amendment is because I conscientiously believe it is important.

Mr. STARNES of Alabama. No one questions the obvious sincerity of the gentleman from California. No one assigns to him any ulterior motives. We just say the condition of the Treasury will not permit; that these projects were not recommended by the President, the Budget, the O. P. M., and therefore we feel the House should sustain the committee and vote down the amendment.

Mr. CASE of South Dakota. Will the gentleman yield?

Mr. STARNES of Alabama. I yield.

Mr. CASE of South Dakota. The gentleman knows also there is \$7,000,000 here specifically earmarked to take up new projects; and some of us are almost forced to wonder if it would not be a simpler matter to solve the labor problem and the flood problem if these airplane factories were moved to parts of the country where they are not bothered with floods and are not bothered with labor troubles.

Mr. STARNES of Alabama. I quite agree with the gentleman.

[Here the gavel fell.]

The SPEAKER. The question is on the amendment offered by the gentleman from California [Mr. VOORHIS].

The amendment was rejected.

The Clerk read as follows:

Power plant, Bonneville Dam, Columbia River, Ore.: For continuing the construction of the hydroelectric power at Bonneville Dam, Columbia River, Ore., as authorized by the acts approved August 30, 1935 (49 Stat. 1038), and August 20, 1937 (50 Stat. 731), \$7,170,000.

Mr. ANGELL. Mr. Speaker, I move to strike out the last word.



**BONNEVILLE PROJECT—EARLY COMPLETION OF THIS PROJECT NECESSARY FOR NATIONAL DEFENSE**

Mr. ANGELL. Mr. Speaker, I desire to speak briefly in behalf of the item in the bill under consideration providing \$7,170,000 to continue work on Bonneville units 7 to 10, inclusive, of the hydroelectric generating plant. When the requests for appropriations for constructing additional generating units in the Bonneville project were before the House last year some concern was evidenced by some of our colleagues as to whether or not we were not building beyond the demands for power in this area. I urged upon you at that time the early completion of the project, and presented estimates showing that we would need not only the power which would be produced by completing these units but would need additional power in order to carry forward our defense program. Time has proven these predictions true. We are now having difficulty in the Northwest to provide sufficient power from Bonneville and Grand Coulee, when it shall be put into production, to supply the demands for power not only for carrying forward the defense program but to provide for local needs.

Last May 8 I outlined in an extended speech, appearing on page 8867 of the RECORD, the relationship of modern metal production and low-cost power. In this discussion I analyzed the defense-metal situation and suggested that the low-cost Columbia River power be coupled to our natural resources in order to provide for our metal independence and to furnish pay rolls. What has happened since bears out the defense needs I predicted.

Mr. Speaker, this item appearing in the War Department civil-functions budget for \$7,170,000 to continue work on Bonneville units 7 to 10, inclusive, has the approval of the Budget and the committee. These units were originally authorized in a deficiency bill last fall, and the present Budget item is to cover continuation of this work during the next fiscal year. I have appeared before you to urge full consideration of this item, and I want to outline at this time the need for the early completion of these units.

The necessity for this appropriation and other appropriations for the early completion of the Bonneville project were set forth by U. J. Gendron, Assistant Administrator of the Bonneville Administration, as follows:

Since the 1st of February the Office of Production Management has requested that 80,000 kilowatts of power be made available to aluminum companies for the production of aluminum, in addition to the 165,000 kilowatts of power now under contract to the Aluminum Co. of America—or a total of 245,000 kilowatts, which will produce some 245,000,000 pounds of aluminum per year. Delivery of this additional power is to begin in June 1941.

The Columbia Steel Castings Co. is negotiating a contract for 7,500 kilowatts of power for the manufacture and production of steel castings for use in connection with the building of ships and other defense material for delivery this summer.

The Pacific Carbide Co., which now has a contract for 2,000 kilowatts for the

manufacture of carbide essential in the manufacture of airplanes, ships, and explosives, is now negotiating for an additional 2,000 kilowatts for early delivery.

A steel company has indicated that it would be prepared to start operation in August 1941, requiring 15,000 kilowatts.

The Bremerton Navy Yard has requested 20,000 kilowatts for delivery in June 1942.

The Electro-Metallurgical Co. is negotiating for power between 7,500 to 37,500 kilowatts for delivery the latter part of 1941.

The Tongue Point naval station at Astoria and the War Department airport at Pendleton will require approximately 2,000 kilowatts by June 1941.

An estimated additional 10,000 kilowatts will be required to meet the demands of R. E. A.'s public utility districts, and municipalities now depending upon Bonneville for power.

An estimated 75,000 kilowatts may be required by the private utilities to meet the peak load of 1941 and to provide the necessary reserve capacity to meet a critical situation should the hydroelectric capacity be curtailed by a critical water year.

To meet the demand the following generating capacity will be available:

	Bonneville	Grand Coulee	Total installed capacity, kilowatts
January 1941.....	1-4	-----	194,400
August 1941.....	5	-----	248,400
Do.....	-----	1	356,400
December 1941.....	6	-----	410,400
Do.....	-----	2	518,400
April 1942.....	-----	3	626,400

We are also confronted with the need of providing service to first, the Army airport at Pendleton by May 1, 1941; second, the naval air base at Tongue Point; third, several Rural Electrification Administration projects; fourth Bremerton Navy Yard; fifth, public utility districts in urgent need of additional power; and sixth, a number of industrial prospects which will require power before the end of the calendar year 1941. Every effort is being made to meet these emergency situations through the reallocation of funds by loans from projects now under construction, most of which must be replaced before the end of the fiscal year.

The critical situation faced by the Administration to meet its contract commitments, brought about principally by national-defense requirements, will probably necessitate pooling of power resources of the region and obtaining available power from the existing public utilities.

The Bonneville-Coulee power administrator reports installation of generators at both Bonneville and Grand Coulee Dams have been advanced to meet the needs of the national-defense program. The fifth generator at Bonneville Dam has been advanced by the Army engineers from January 1, 1942 to August 1941. Reclamation engineers at Grand Coulee Dam are also speeding up installation of the first major generating unit from October 1, 1941, to August 1, 1941.

By July 1, 1942, three of the world's largest hydroelectric generators will be installed at Grand Coulee Dam, and will be interconnected with Bonneville Dam and other public and private power systems throughout the Northwest. A total of 650,000 kilowatts of Columbia River power will be available by that time.

This large block of energy will be ready in time to take care of national-defense contracts, Administrator Raver said. He also pointed out that the rights of public agencies to Columbia River power are fully protected under the terms of the contracts, and that ample power will be available for the electrical needs of the region, which are growing at an unprecedented rate.

Imperative need for the increased output of aluminum alloys for defense requirements recently was emphasized by the Priorities Division of the Office of Production Management with the announcement that the curtailment might be necessary in the use of the metal for domestic and household purposes. The official statement of the defense organization declared:

Industrial users of aluminum in the non-defense field are being urged to give immediate attention to the use of substitutes, including plastics, because of the impact of a defense program which may make it impossible for them to furnish the general public with the usual supply of aluminum implements.

Production of aluminum on a large scale in the Pacific Northwest had its inception in December 1939, when the Aluminum Co. entered into a 20-year contract with the Bonneville Power Administration for delivery of 32,500 kilowatts of power. It established its first aluminum reduction plant west of the Mississippi River at Vancouver, Wash., and began production of aluminum on September 1 of last year. Since that time production has been maintained at the rate of 60,000,000 pounds a year, Administrator Raver reports.

From official records I find that contracts have been executed by the Bonneville administrator for prime power totaling 278,452 kilowatts of prime power. Of this amount the project has 6 industrial consumers totaling 226,500 kilowatts; 23 contracts with public agencies totaling 20,452 kilowatts; and 2 contracts with private utilities totaling 31,500 kilowatts. I understand from these same official records that 13 different defense metal prospects, with total loads ranging from over 150,000 to 235,000 kilowatts are under active negotiation. Also, it has been estimated that in addition to these defense requirements to be supplied from the Bonneville circuits, an additional 75,000 kilowatts will be needed to supply the capacity deficiency of the public and private systems during the peak 1941 season. The in-sight power requirements, the largest part of which represents very vital defense metals, will, therefore, exceed the ultimate capacity of the Bonneville plant. Right now the Bonneville aluminum construction is in process which will produce about one-half of last year's aluminum production. It will represent from one quarter to one-third of the metal



requirements for our airplane program. This shows the important part that the Bonneville plant is playing in national defense.

Now, let us compare these in-sight loads with scheduled plant capacity. To date, Bonneville units 1, 2, 3, and 4 are completed, totaling 194,400 kilowatts. In December of this year, units 5 and 6 will be completed, bringing the total installed capacity up to 302,400 kilowatts. Unit No. 7, which this appropriation covers, together with the remaining three, is scheduled for service about the end of 1942. The remaining units are scheduled for 1943. These plant schedules and loads show the necessity for this appropriation in order to provide the great power necessities of the Pacific Northwest. Without this power the defense program must be curtailed. This country needs every kilowatt of low-priced hydro power that can be had, in order to produce the equivalent quantity of strategic metals that our defense program requires. The shortage of aluminum caused the lag in French airplane production. We now know what this produced. It may represent the difference between victory and defeat.

I therefore urge your favorable consideration of this Budget item. I thank you for your past consideration. Last year I addressed you on the basis of prepared-load estimates. These early estimates I gave you have been more than fulfilled, and I feel that in the light of these facts it would be most unfortunate, particularly in the interest of national defense, not to provide the necessary funds to carry this project to early completion.

#### RIVERS AND HARBOR PROJECTS IN OREGON

Mr. Speaker, the Budget and the bill include \$20,000,000 for new work on authorized river and harbor projects, and \$43,100,000 for the maintenance of existing projects and structures, and certain incidental and necessary expenses. The tentative distribution for new work among other projects includes the following in my State of Oregon for fiscal year 1942:

Columbia River between Vancouver, Wash., and Bonneville, Oreg., \$542,500.  
Columbia River at Bonneville, Oreg., \$47,750.

Columbia River and tributaries above Celilo Falls to the mouth of the Snake River, Oreg. and Wash., \$50,000.

SNAKE RIVER, OREG., WASH., AND IDAHO, \$50,000.

All of these allocations are to continue existing river improvements on the Columbia and Snake Rivers which are essential for carrying forward this much-needed project, and in view of the increased navigation on these streams, together with needs for national defense in connection with projects now under construction contiguous to these rivers, these allocations should be made. I trust that when the bill has been passed, these tentative allocations will be made permanent.

Mr. SUMNERS of Texas. Mr. Speaker, I move to strike out the last two words.

Mr. Speaker, I have been allocated an hour, I believe, at the conclusion of the legislative program of today. I under-

stand the House is not to meet tomorrow. I believe that is the understanding of Members. It would be unfair, I think, and probably not good strategy for me to attempt to hold the House here for an hour this afternoon. Would it be in order for me to inquire what is the program for next week and to indicate whether I might have some time next week?

Mr. McCORMACK. If the Committee on Rules should report out a rule on the alien-deportation bill, that will come up Monday. After that, if a rule comes out on the net-weight-cotton bill, it will be taken up; and then we expect a rule on a bill providing for the carrying out of a trade agreement with certain South American countries in regard to coffee. That will come up next week. An appropriation bill will come up next week and maybe one or two other matters that will not be controversial so far as I know.

Mr. SUMNERS of Texas. May I state to the House, Mr. Speaker, with the permission of the House, that I had expected to make some report to the House with regard to this strike situation. I am willing to do it, but, of course, I have no way of doing it unless I can get some time.

Mr. BOREN. Mr. Speaker, will the gentleman from Texas yield?

Mr. SUMNERS of Texas. I yield.

Mr. BOREN. I am one Member of the House. I feel that probably a majority believes that this is the most important question on the horizon of America today. I am very much interested in hearing what the gentleman has to say. I am anxious to hear him. I believe he should take his hour today. I am sure the Members want to hear him.

Mrs. ROGERS of Massachusetts. Mr. Speaker, I move to strike out the last word only for the purpose of asking a question of the chairman of the committee as to whether he believes this money will actually be used for flood control? There is an appropriation of \$492,000 for the reservoir which takes care of the Merrimack River. Inasmuch as we have more industry in that valley than there is in any other valley, we are vitally interested in it from the standpoint of national defense as well as flood control.

Mr. SNYDER. I may say to the gentleman from Massachusetts that I believe every dollar will be used for the purposes designated.

By unanimous consent the pro forma amendments were withdrawn.

The Clerk read as follows:

There is also appropriated for the fiscal year 1942 for the operation, maintenance, and extension of waterworks, sewers, and pavements in the cities of Panama and Colon, to remain available until expended, the necessary portions of such sums as shall be paid during that fiscal year as water rentals or directly by the Government of Panama for such expenses.

Mr. CASE of South Dakota. Mr. Speaker, I move to strike out the last word for the purpose of calling attention to the newly acquired Atlantic and Pacific bases. That you may have a better idea of their value to our defense I read the following from page 136 of the hearings on this bill:

Mr. CASE. In our discussion a year ago with General Strong, then in charge of the War Plans Division of the General Staff, I believe a remark was made to the effect that the operating radius from land base for a plane was about 1,000 miles. We had some discussion about the desirability of acquiring bases, and since that time we have leased some bases. I want to ask you with reference to the bases acquired at Trinidad, Antigua, Mayagwana, St. Lucia, and Jamaica, for use in connection with the Puerto Rican base. Would they give effective protection from any encirclement of the eastern approach to the Canal, from the aviation standpoint?

Governor EDGERTON. I think they would.

Mr. CASE. Do we have any comparable coverage of the approaches from the western side?

Governor EDGERTON. I do not think we have.

Mr. CASE. It would be just as bad to bomb the Canal from the back door as to bomb it from the front door.

Governor EDGERTON. Yes, sir.

Mr. TERRY. How far is Galapagos Island from Panama?

Governor EDGERTON. About 900 miles.

Mr. TERRY. How far is Cocos Island from the Canal Zone?

Governor EDGERTON. About 500 miles.

Mr. SNYDER. How large is the largest one of those islands, or how many square miles does it contain?

Governor EDGERTON. The largest is Albe-marle Island which has about 1,500 square miles, I believe.

Mr. CASE. Do those islands have any suitable terrain for landing fields?

Governor EDGERTON. I think that suitable terrain for landing fields could be found on the islands.

Mr. CASE. Do they have good harbors?

Governor EDGERTON. They have a few good small harbors.

Mr. TERRY. Galapagos is owned by what country?

Governor EDGERTON. Ecuador.

Mr. TERRY. And Cocos Island?

Governor EDGERTON. By Costa Rica.

The Clerk concluded the reading of the bill.

The bill was ordered to be engrossed and read a third time, was read the third time, and passed, a motion to reconsider was laid on the table.

#### FOOD FOR EUROPEAN NATIONS

Mr. BARRY. Mr. Speaker, it has been written that no man can be true to his country unless he is first true to himself. I would be true neither to my country, myself, nor my God if I did not raise my voice at this time. I wish to speak about a great moral issue confronting the United States of America; make a Christian appeal in behalf of millions of helpless Christian peoples; and ask the direct question, "Does America, who has now practically become Great Britain's war partner, accept the principle that the starvation of her lifelong national friends constitute a legitimate weapon of war?"

Great Britain has taken that position. She believes that this war can be won by starving the women and children of Belgium, Holland, Norway, Poland, Finland, and Denmark. On March 9 Lord Halifax issued a formal statement from his Government replying to, and denying, the proposal of former ex-President Hoover for feeding the hungry children of Belgium, on the grounds that "relief of countries in enemy occupation would,











WAR DEPARTMENT CIVIL FUNCTIONS  
APPROPRIATION BILL, 1942

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BEFORE THE

SUBCOMMITTEE OF THE  
COMMITTEE ON APPROPRIATIONS  
UNITED STATES SENATE

SEVENTY-SEVENTH CONGRESS

FIRST SESSION

ON

H. R. 4183

BILL MAKING APPROPRIATIONS FOR THE FISCAL YEAR  
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MENT, AND FOR OTHER PURPOSES

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# WAR DEPARTMENT CIVIL FUNCTIONS APPROPRIATION BILL, 1942

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## SUBCOMMITTEE OF THE COMMITTEE ON APPROPRIATIONS

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### EX OFFICIO MEMBERS FROM MILITARY AFFAIRS COMMITTEE

-----  
ROBERT R. REYNOLDS, North Carolina

WARREN R. AUSTIN, Vermont

### EX OFFICIO MEMBERS ON RIVER AND HARBOR ITEMS

JOSIAH W. BAILEY, North Carolina  
-----

CHARLES L. McNARY, Oregon



# WAR DEPARTMENT CIVIL FUNCTIONS APPROPRIATION BILL, 1942

TUESDAY, APRIL 15, 1941

UNITED STATES SENATE,  
SUBCOMMITTEE OF THE COMMITTEE ON APPROPRIATIONS,  
*Washington, D. C.*

The subcommittee met, pursuant to call, in the committee room, the Capitol, at 10:30 a. m., Hon. Carl Hayden presiding.

Present: Senators Hayden, Overton, Adams, Chavez, Lodge, Gurney, Brooks, and McNary.

Senator HAYDEN. The committee will be in order.

We are in session today to give consideration to H. R. 4183, a bill making appropriations for the civil functions administered by the War Department, fiscal year 1942.

Senator LODGE, you wished to make a statement?

Senator LODGE. Yes, Senator.

## RIVERS AND HARBORS

### STATEMENT OF HON. HENRY CABOT LODGE, JR., A UNITED STATES SENATOR FROM THE STATE OF MASSACHUSETTS

#### AMOUNT REQUESTED FOR BOSTON HARBOR SEAPLANE CHANNEL

Senator LODGE. Mr. Chairman, I want to make a brief statement. I am submitting an amendment to this bill to appropriate \$1,500,000 to start work on the Boston seaplane channel, for which there is legislative authorization.

#### TOTAL COST OF PROJECT

The total cost of this project is \$2,300,000. The sum which I request represents the amount of work which can be done during the fiscal year.

#### URGENT NEED FOR PROPOSED PROJECT

The construction of the proposed seaplane channel, and the use of the soil dredged therefrom to make a fill-in for the Boston airport is an item of great urgency in the New England area. The completion of this project is extremely desirable, both from national defense and the commercial standpoint. The State government is to provide the bulkheads to hold the fill.



Boston is the center of an immense metropolitan area, but the airport serving this important section has lagged for some years and is falling behind the times. The tremendous increase in air travel at the Boston airport has revealed the increasingly inadequate airport facilities there. The Army and Navy will undoubtedly rely heavily upon this strategically located airport. European experience indicates that one of the most effective methods of anti-aircraft protection is based upon fighter and interceptor planes. Many of such planes would have to operate from the Boston airport. If this airport is not enlarged there would be a dangerous congestion which would seriously interfere with the protection of the community.

#### COOPERATION BY STATE OF MASSACHUSETTS

The Commonwealth of Massachusetts contemplates taking over the airport from the city of Boston and the spending of substantial sums there. In order to realize an adequate development of this project, however, the expenditure on the part of the State should be considered in connection with the proposed appropriation on the part of the Federal Government.

#### AUTHORITIES AND ORGANIZATIONS ENDORSING PROJECT

The seaplane channel has been endorsed by the War and Navy Departments, the Civil Aeronautics Authority, the Commonwealth of Massachusetts, the New England Council, and generally by organizations representing all New England, as valuable for purposes of national defense and especially to the entire New England area.

#### PROJECT AUTHORIZED BY LAW

Senator LODGE. This project has been authorized by law. It is endorsed by all of the organizations interested in these matters in Massachusetts.

The bulkheads for the airport are to be provided by the State, and the fill is to be dredged out of the channel and used to enlarge the airport.

Senator McNARY. Where is this item found in the bill?

Senator LODGE. This is not an item in the bill. I intend to offer an amendment at the appropriate time.

Senator HAYDEN. Apparently \$103,000 was carried in the deficiency bill to commence this work.

Senator LODGE. \$103,000?

Senator HAYDEN. Listed in the House hearings, at page 32 is Boston Harbor, Mass., project authorized to cost \$2,403,000. Amount carried in first deficiency bill, 1941, \$103,000.

Is the seaplane channel included in the authorized cost of \$2,403,000, lumping all of the expenditures in the Boston Harbor under that one authorization and is your project authorized by that?

Senator LODGE. It is authorized by law; yes, sir.

Senator McNARY. This work is not to be completed from funds contained in this bill.

Senator HAYDEN. This is in addition to what has heretofore been appropriated.



Senator LODGE. But this is authorized by law, and what I am seeking here is an appropriation.

Senator McNARY. Where is that?

Senator LODGE. At page 7, line 2.

Senator McNARY. How much do you want?

Senator LODGE. \$1,500,000. The engineers advise me that that sum will enable them to do all of the work that can be done during the coming fiscal year.

Senator HAYDEN. When the engineers appear before the committee, they will justify the item?

#### COOPERATION BY STATE OF MASSACHUSETTS

Senator LODGE. Yes, sir. Of course, this is to be contingent on the State doing its part.

Senator McNARY. It is a cooperative project?

#### NATURE OF PROJECT

Senator LODGE. This airport is one of the biggest in New England. Traffic is increasing at all airports in the country, and this is an airport right at the edge of Boston Harbor, and is to be made from a fill, from the digging out of the harbor and putting behind bulkheads.

Senator McNARY. What is this for?

Senator LODGE. This is for dredging the seaplane channel, and taking the material which comes out of the channel and using it to enlarge the airport.

Senator HAYDEN. Is that all?

Senator LODGE. Yes, Senator.

Senator HAYDEN. Thank you.

#### RIVERS AND HARBORS

##### STATEMENT OF HON. JOHN H. OVERTON, A UNITED STATES SENATOR FROM THE STATE OF LOUISIANA

Senator HAYDEN. Senator Overton, you wanted to bring something to the attention of the committee?

Senator OVERTON. I do, Mr. Chairman; but I would like to have a statement made by representatives of the Chief of Engineers.

It is in reference to Calcasieu River and Pass in Louisiana and also in reference to the Pearl River, Miss., and La.

Senator HAYDEN. You stated you had to leave and wanted the matter brought to the attention of the committee. Will you tell us what page that would be on in the bill?

Senator McNARY. Page 8?

Senator OVERTON. Page 8.

Senator McNARY. Is it in this item on page 8?

Senator OVERTON. That is not the item. It is not contained in the bill. It would come under the \$20,000,000 which has been allocated to meet the requirements for the completion of rivers and harbors projects of immediate value to navigation.

That is to be found on page 31 of the House hearings. There is a break-down to be found on that page.



## CALCASIEU RIVER AND PASS, LA.

This Calcasieu River and Pass project was begun 2 or 3 years ago.

## AMOUNT NEEDED TO COMPLETE

Three million four hundred thousand dollars was required to complete it. It is a deep-water channel from Lake Charles into the Gulf, and it is considered to be of great importance. It affords very much needed shipping facilities at the Lake Charles port.

## NATURE OF PROJECT

Presently all of the tonnage has to go through a rather narrow channel and that is the intercoastal channel, and quite a distance around by Port Arthur. This will provide a short cut into the Gulf. I do not recall what the original authorization was for, but only \$3,400,000 is needed to complete it. I want the work to continue, and not stop abruptly. I would like to have some allocation made for that purpose.

Senator McNARY. You do not have any in this bill?

Senator OVERTON. None at all in the bill as passed by the House.

Senator CHAVEZ. What is that item, Senator Overton?

Senator OVERTON. Calcasieu River and Pass, La.

Senator CHAVEZ. That is the item appearing on page 31 of the House hearings?

Senator OVERTON. \$3,400,000 is the amount required to complete it.

Senator GURNEY. Was an appropriation made last year?

Senator OVERTON. Yes; last year and the year before.

Senator GURNEY. How much, if you remember?

Senator OVERTON. I do not recall. Is General Robins here?

Major McCulloch. Yes, Senator.

**STATEMENT OF BRIG. GEN. THOMAS M. ROBINS, ASSISTANT TO  
THE CHIEF OF ENGINEERS, CORPS OF ENGINEERS, WAR DEPART-  
MENT**

## CALCASIEU RIVER AND PASS, LA.

Senator HAYDEN. General, we will be glad to hear you.

Senator OVERTON. General Robins, we have under consideration the Calcasieu River and Pass in Louisiana. There is no allocation of any funds for the continuance of this project during the coming fiscal year under the House bill, is there?

General ROBINS. No, sir.

## PREVIOUS APPROPRIATIONS FOR PROJECTS

Senator OVERTON. Was an appropriation made last year for it, do you recall?

General ROBINS. Yes, sir.

Senator OVERTON. There was an appropriation last year and the year before?



General ROBINS. Yes, sir; and sufficient money has already been appropriated to complete everything except the jetties from the 10 to 15 feet contour, which may not be necessary.

The project is completed except for that, and this is the reason no money was put in the estimates under consideration.

Senator OVERTON. Is the channel being utilized now?

General ROBINS. Yes, sir; the channel has been finished, and the jetties are being completed to the 10-foot contour.

#### TOTAL COST OF PROJECT

The total cost of the project is \$9,260,000. The cost to June 30, 1940, was \$2,528,828; and there was available for work this year \$1,756,786.

Senator OVERTON. That is for this present fiscal year?

General ROBINS. Yes, sir.

#### AMOUNT NECESSARY TO COMPLETE PROJECT AND REMAINING WORK TO BE DONE

Senator OVERTON. Now, the House hearings show that \$3,400,000 is necessary to complete the project. What will that be used for?

General ROBINS. That will be used to extend the jetties from the 10-foot contour to the 15-foot contour, if found necessary.

Senator OVERTON. It has not been determined whether the extension is necessary?

General ROBINS. No, sir. It probably will not be necessary.

Senator OVERTON. Then there is a possibility that none of the \$3,400,000 will have to be spent?

General ROBINS. That might be the case.

Senator OVERTON. And otherwise the project is now completed?

General ROBINS. Completed except for the jetty extension, and is in usable condition.

Senator OVERTON. On that statement, I will abandon any further plea for an allocation.

#### PEARL RIVER, MISS. AND LA.

Senator OVERTON. Now, there is just one other item, Pearl River in Mississippi and Louisiana. What is the status of that project?

General ROBINS. That project has been completed up to the point of the building of the locks and constructing two sills.

Senator OVERTON. You cannot very well utilize it without building the locks?

General ROBINS. Not all of the way up, sir; but it is being utilized now up to where they get the sand and gravel out, and haul it downstream. The part that runs on up to Bogalusa, that part of it cannot be utilized until the locks and sills are built.

Senator OVERTON. It cannot be used up to Bogalusa?

General ROBINS. No, sir.

Senator OVERTON. Bogalusa is the main shipping point?

General ROBINS. It will be the head of navigation.



Senator OVERTON. Well, that is where most of the industry is concentrated?

General ROBINS. That is where the industries are.

Senator OVERTON. Bogalusa has a lumber company located there; they have pulp and paper projects, they have other industrial enterprises there?

General ROBINS. Yes, sir; that is what the project was designed to serve.

Senator OVERTON. It was designed to serve Bogalusa, and cannot do so without these locks and sills?

General ROBINS. Three locks and two sills are necessary.

#### AMOUNT OF FUNDS NECESSARY TO COMPLETE PROJECT

Senator HAYDEN. What is the amount of money necessary?

Senator OVERTON. I beg your pardon.

Senator HAYDEN. I was asking for the amount of money required.

General ROBINS. To complete the project?

Senator HAYDEN. Yes.

General ROBINS. \$1,897,000.

#### NO REQUEST BY CORPS OF ENGINEERS FOR FUNDS FOR PEARL RIVER PROJECT, FISCAL YEAR 1942

Senator OVERTON. Did the Office of the Chief of Engineers submit a request for funds to carry on this Pearl River project for this year?

General ROBINS. No, sir.

Senator OVERTON. To the Bureau of the Budget?

General ROBINS. No, sir; when we submitted our estimates we were allowed to put in for only \$30,000,000. That is the standing order for new works, and even with the \$30,000,000 we could not get around to concentrating upon anything but what you might call the major projects that are essential links in the main transportation routes of the country.

We had to leave out quite a few projects like Pearl River.

#### LOCAL CONTRIBUTIONS

Senator OVERTON. General, these local interests have had to make a certain contribution to these projects?

General ROBINS. They were required to furnish lands and right-of-way for the canal and to give assurance that they would construct a terminal at Bogalusa.

Senator OVERTON. And for that purpose they have floated bond issues and sold the bonds, and the proceeds are in the bank awaiting the continuance of this work?

General ROBINS. Yes, sir; they have the money.

Senator OVERTON. They have the money?

General ROBINS. Yes, sir.

#### EXTENT OF LOCAL COOPERATION

Senator ADAMS. How much money has been provided locally?

General ROBINS. I think about \$243,000.



## MEMORANDUM FROM SENATOR HARRISON TO SENATOR GLASS

Senator HAYDEN. I have a memorandum here submitted by Senator Harrison to Senator Glass, which is a copy of a telegram from the local residents, which reads:

People in this section of Mississippi and Louisiana anxious to have appropriation made to continue work on Pearl River navigation project. This project not included in House subcommittee appropriations recommended. In original approval this project, the Federal Government demanded certain requirements of the city of Bogalusa as evidence of community willingness to cooperate. We have bonded ourselves to extent of \$318,000 for expenditure on this project, a sizable sum for a small community. We have expended over \$125,000 for purchase of rights-of-way totaling 3,300 acres. We are holding balance of bond-issue moneys in bank for erection of terminals and other expenses incidental to local cooperation demanded. We have met every requirement imposed upon us by the Government, and our entire citizenship shall feel a keen disappointment over abandonment this project.

## POSITION OF PROJECT ON PRIORITY LIST

Senator HAYDEN. Is it proposed to ultimately abandon the project?

General ROBINS. No, sir; not at all. It is just lower priority than the other projects for which we are asking allotments. It is entirely a question of limitation of appropriations, Senator. If we had more than \$30,000,000 we could put in additional projects over and above those submitted to the Budget.

## PEARL RIVER PROJECT WOULD BE CONTINUED UNDER INCREASED AMOUNT FOR RIVERS AND HARBORS

Senator OVERTON. Is it your opinion that if there was an increase in the appropriation this Pearl River project ought to be cared for during the coming fiscal year?

General ROBINS. Yes, sir. We have several projects in that category where local interests have got the money and, of course, I think as a matter of policy those should be finished where they have actually got the money; but it so happens that they are not very high in priority when we look on the waterways system of the country as a whole, and when the total appropriation is cut, naturally they do not get in.

Senator OVERTON. That appears to me to be a rather false economy, where the local interests are required to make contributions, have voted bond issues, obtained the money, put it in the bank and then the project stops, and nothing further is done, although it has been passed upon by the Congress and authorized, as economically justified and meritorious project.

I think if there are others in the same category some provision ought to be made to take care of projects of that character.

## COST OF LOCKS AND SILLS

Mr. Chairman, may I ask General Robins to submit for the record a statement of the estimated cost of these locks to be installed in the Pearl River?

Senator HAYDEN. Yes.

Senator OVERTON. General Robins, will you state for the record the cost of the locks to be installed?



General ROBINS. The cost of the locks, the three locks are, No. 1, the estimated cost is \$780,000; No. 2, \$522,500 and the third lock, \$459,500. The estimated cost of the two sills is as follows: Pool Bluff, \$53,000; Bogue Chitto, \$45,000.

WORK ON LOCKS AND SILLS COULD BE STARTED IF FUNDS WERE MADE AVAILABLE

Senator OVERTON. Can you readily utilize those funds for the construction of the locks, if the funds are made available during the fiscal year?

General ROBINS. Yes, sir. We could start one or all of the locks and sills.

Senator OVERTON. You could build all of them if the funds are made available?

General ROBINS. Yes, sir.

Senator OVERTON. Thank you very much.

Mr. Chairman, I have a telegram and letter here in connection with the Pearl River project which I would like to offer for the record and also a letter from the Bogalusa Chamber of Commerce.

TELEGRAM FROM MAYOR OF BOGALUSA, LA.

Senator HAYDEN. You may include them in the record.  
(The telegram and letter referred to are as follows:)

BOGALUSA, LA., April 1, 1941.

HON. JOHN H. OVERTON,  
*Washington, D. C.:*

Reference Pearl River project not included in House subcommittee appropriations recommended. In original approval this project the Federal Government demanded certain requirements of city of Bogalusa as evidence of community willingness to cooperate. We have bonded ourselves to extent of \$318,000 for expenditure on this project, a sizable sum for a small community. We have expended over \$125,000 for purchase of rights-of-way, totaling 3,300 acres. We are holding balance of bond issue moneys in bank for erection of terminals and other expenses incidental to local cooperation demanded. We have met every requirement imposed upon us by the Government and our entire citizenship shall feel a keen disappointment over abandonment this project. Understand movement in Senate will be initiated to increase House appropriation and we are asking our Louisiana and Mississippi Senators to actively endorse and support such a movement or take steps in their opinion advisable to have Pearl River project included in Senate appropriation bill.

Regards.

I. A. MAGNITZKY,  
*Mayor, City of Bogalusa.*

LETTER FROM BOGALUSA, LA., CHAMBER OF COMMERCE

BOGALUSA CHAMBER OF COMMERCE,

*Bogalusa, La., April 4, 1941.*

Re Pearl River Navigation.

[Airmail.]

HON. JOHN H. OVERTON,

*United States Senator, Washington, D. C.*

DEAR MR. OVERTON: With further regard to the matter of appropriations for the Pearl River navigation project, and confirming our telegram to you of the first, for your information we are enclosing a copy of a letter from Col. R. Park, district engineer of the Mobile office, to Congressman John K. Griffith, dated August 12, 1940, in which he outlines the various appropriations made by Con-



gress from year to year, including 1940, for the Pearl River project. The total of these appropriations is \$1,644,300, which is about one-half of the estimated costs on the part of the Government of the project. The total estimated costs as shown in Document No. 408 of the House of Representatives of the Seventy-fifth Congress, second session, is \$3,509,000. In this total is included the three locks and dams and two sills, estimated costs approximately a million and a half. We understand that this estimate has been increased somewhat. We believe the abandonment of the project at this time, even though for a temporary period, would tend to deterioration of the work already completed.

In 1938 the city of Bogalusa voted a bond issue of \$243,000, to cover the cost of rights-of-way, and the construction of a terminal, which carried out an agreement between the Government and local interests, as shown in the public document referred to above. Recently the city, because of additional rights-of-way required, voted another bond issue of \$75,000, to cover the additional costs of these rights-of-way. Together the city has made available \$318,000, which has met every requirement as agreed on with the Government. The first bond issue carried by a vote of 98½ percent, and the second issue carried by a vote of 96½ percent. You can readily see that the people of this section are wholeheartedly for the Pearl River project, and a great deal of work has been done over the past several years to convince the United States War Department of its necessity to serve the people of this section of Louisiana and Mississippi. You are familiar with this work as you have been a great deal of assistance in getting it completed thus far. We thoroughly appreciate your help. Census figures show that Bogalusa ranks fourth in the State in manufacturing. The Gaylord Container Corporation located here, manufacturers of paper, paper bags, and paper boxes, is now spending \$6,000,000 to increase the output of their plants here. There are several lumber mills located in this vicinity and several smaller factories. The completion of the Pearl River project is very necessary for the continued growth of Bogalusa and the surrounding territory.

Under separate cover we are sending you a copy of an address made by Colonel Park before the Bogalusa Rotary Club, in October 1939, in which he gives a rather full description of the Pearl River Navigation project in a brief form.

Let us assure you again that we greatly appreciate your efforts in behalf of the Pearl River project, and will appreciate any further efforts that you will put forth to the end that it will be completed. Since Senators Pat Harrison and Bilbo of Mississippi, and Ellender of Louisiana, have also cooperated on this project, you may care to discuss this further with them and enlist their aid.

With kind personal regards, we are,

Yours sincerely,

A. R. YATES, *Secretary-Manager.*

## QUARTERMASTER CORPS

### CEMETERIAL EXPENSES

#### STATEMENT OF COL. C. C. REYNOLDS, QUARTERMASTER CORPS

##### PURCHASE OF LAND IN CEMETERIES

Senator HAYDEN. There is only one recommendation, so far as the Department is concerned, with respect to the bill, and that is for a change in language as it affects the authority for the purchase of lands in cemeteries. I think that we might as well clear that matter up and then we can take up the individual matters afterward. Who is here to testify with regard to that?

Major McCULLOCH. Colonel Reynolds, of the Quartermaster Corps, sir.

Colonel REYNOLDS. The Revised Statutes, 4870, give general authority to the Secretary of War to acquire necessary lands for cemeterial purposes, but over a long period of years no additional land was purchased. About 5 years ago a difference of opinion arose as to



whether or not 4870 still remained in effect and to remove any doubt as to the authority for purchasing parcels of land, the estimates for the fiscal year 1937 included the words "for purchase of land."

For some reason unknown to my office, those words were left out of this bill.

#### AMOUNTS SPENT ANNUALLY FOR LAND PURCHASES

Senator HAYDEN. How much have you been spending annually for land purchases?

Colonel REYNOLDS. Well, a very small sum. We buy a few lots occasionally as, for example, at the Fitzsimons Hospital. That is covered in project 14 of our estimates. We had in there, for instance, \$291 for the purchase of grave sites—\$171 for grave sites in the Fairmont Cemetery at Denver, Colo.; \$90 for two grave sites in the Greenland Cemetery at Columbus, Ohio, and \$30 for three grave sites up at Sault Ste. Marie.

Occasionally we have a condition where we want to get an easement or a right-of-way for maybe a sewer line connecting some cemetery or water line, and when we go to the real-estate branch of our office and ask them to negotiate for that, they raise the question, "Where is your authority"?

They did that just the other day, and we were able to cite "Purchase of land" in the Appropriation Act.

So, it was all right. Otherwise we would have been up against a stone wall.

While we claim that acquiring an easement is not necessarily purchase of land, they said it was acquiring an interest in land and it was all the same to them. They wanted to know what authority we had to acquire the easement.

Senator HAYDEN. As a matter of convenience, and I suppose as a saving to the Government, it would be advantageous in certain instances to purchase cemetery lots rather than to move a body a long distance?

Colonel REYNOLDS. Cheaper than transportation of the body and the attendant.

Senator HAYDEN. What is the nearest national cemetery to Fitzsimons Hospital?

Colonel REYNOLDS. The nearest national cemetery to Fitzsimons Hospital would probably be Maxwell, Nebr.

Senator CHAVEZ. Either that or Santa Fe.

Colonel REYNOLDS. Or Leavenworth.

Senator HAYDEN. And it would be cheaper to buy a lot in a local cemetery than it would be to transport the body even to Santa Fe or to Nebraska?

Colonel REYNOLDS. Yes, sir. That is why we want this language.

For instance, Fort Omaha, which is right in the city, is just a very small post, and they have a lot in one of the civilian cemeteries, where interments are made. This method is much cheaper to the Government.

Senator HAYDEN. The same style of marker, headstone, is used in that case?

Colonel REYNOLDS. Yes, sir; and they get perpetual care of those graves.



Senator LODGE. And the title to the lot is in the United States?

Colonel REYNOLDS. The title to the lot?

Senator LODGE. Yes.

Colonel REYNOLDS. If we have a lot; yes; but where we just buy a grave site, the title goes to the nearest of kin of the person that is interred there. Where we just buy a site, or buy a lot, as anyone would out in a commercial cemetery, that is the case.

Senator HAYDEN. That seems a simple matter, and we thank you. I think the committee understands it.

## RIVERS AND HARBORS

### STATEMENT OF HON. HERBERT C. BONNER, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF NORTH CAROLINA

#### CHANNEL FROM MANTEO TO OREGON INLET, N. C., AND SILVER LAKE HARBOR, N. C.

Senator HAYDEN. Mr. Bonner, we will be glad to hear you.

Representative BONNER. There are two authorized river and harbor projects on the coast of North Carolina which are important both for commercial purposes and national defense purposes known as channel from Oregon Inlet to Manteo and the other is Silver Lake Harbor.

I brought this map along, Mr. Chairman, so the committee could see just the location of these two projects.

#### DEFENSE PHASE OF PROJECTS

This is Cape Hatteras [indicating] and Diamond Shoals. It is 75 miles from the mouth of the Chesapeake Bay to the first inlet—Oregon Inlet. It is approximately the same distance from Beaufort Inlet to Ocracoke Inlet. At Ocracoke Inlet on Silver Lake is the \$150,000 Key Coast Guard Station which handles all of the communications up and down the coast. There is just south of Beaufort Inlet the new marine base and just across Pamlico Sound from Silver Lake at the mouth of the Neuse River, a new marine flying field; a distance of about 40 miles, just north of Oregon Inlet, a distance of about 65 miles, the proposed lighter-than-air base.

In all of this area there evidently will be considerable activity in case of an emergency, by light craft. They are the only entrances from the ocean in and around Diamond Shoals.

#### AMOUNT REQUESTED FOR PROJECTS

The project at Oregon Inlet is \$45,000. The project at Silver Lake is \$60,000.

Silver Lake now has a project carrying 5 feet of water. This project is to carry 10 feet of water which would give a harbor to small craft, both commercial and naval craft, at all times.

As it is now only 5-foot draft can go in this area and it is the only harbor from Beaufort Inlet to the mouth of the Chesapeake Bay.

Senator HAYDEN. I notice from the House hearings at page 32, that the channel from Manteo to Oregon Inlet is authorized at \$45,000 and Silver Lake Harbor, N. C., \$60,000.

Representative BONNER. That is right.



## AMENDMENT BY SENATOR BAILEY

Senator HAYDEN. Senator Bailey has offered an amendment "for improvements at Silver Lake Harbor, N. C., and to provide a channel from Manteo to Oregon Inlet, N. C., as authorized by the act approved October 17, 1940, \$105,000." And, that is your request?

Representative BONNER. That is correct, sir.

## DEFENSE PHASE OF PROJECTS

I might further call to your attention that the transportation, the means of transporting supplies to all these Coast Guard stations here come from Manteo. Now, they come down on truck. As it is, the boat has to come from Manteo all the way around the north end of this island and go down the sound and be lightered in. With this improvement they can go direct from Manteo down the sound through the proposed channel there.

Senator HAYDEN. Do you desire General Robins or anyone else to make any further statement with regard to the matter?

Representative BONNER. Yes, Mr. Chairman.

Senator HAYDEN. Is there anyone connected with the service who could advise us as to this, in connection with your statement?

General ROBINS. Those two items, Senator, were approved by the so-called defense rivers and harbors bill and were not allowed by the Budget.

Senator HAYDEN. When was the Budget made up?

General ROBINS. February 12, as I recall.

Senator HAYDEN. Recently?

General ROBINS. Yes, sir.

Senator HAYDEN. What I was getting at is this: The statement was made by the Representative from that district which would indicate very important advantages to be obtained by reason of the national-defense situation. I was wanting to know whether the Budget had that in mind at the time the estimates were made up?

General ROBINS. I think that they had it in mind, but it was some time ago that they considered it.

Senator ADAMS. Did you present the matter to the House committee?

Representative BONNER. Yes. They did not include any of these items that were left out of Public, 868, in the House.

Senator HAYDEN. In the meantime, there has been this change in conditions.

Representative BONNER. Certainly there has and certainly the Navy is building a number of craft that will be used in this area in case of an emergency that will have no place to harbor under the present conditions.

Senator HAYDEN. We had the problem in connection with the last supplemental national-defense bill of an appropriation of \$663,000 for the Kennebec River, Maine, where the national-defense picture totally changed the situation, and it might be that it would in this case.

We thank you.

Representative BONNER. I would like to call your attention to the fact that just south of Diamond Shoals there is a great fishing indus-



try by trawlers that come down from Maine and all along the Atlantic coast, and in rough weather Silver Lake is the only harbor they could use at all. At the present time there is no harbor there that they can go into at any time, due to shallow depth.

#### DEFENSE PROJECTS NOT INCLUDED IN BILL

Senator LODGE. Might I ask General Robins whether in the House hearings or anywhere there is available a list of projects which have been authorized by law but which have not been included in the bill as it stands?

General ROBINS. Yes, sir; I think there is such a statement in that report.

Senator LODGE. I have been looking for it, but I cannot find it.

General ROBINS. We have a statement of the projects where there is no substantial delay; where they are available to proceed with. We have then what we call the active projects listed which are all ready to go.

Senator LODGE. I am talking about new projects.

General ROBINS. I think you will find those on page 30 of the House hearings.

Senator LODGE. That is for the completion of projects that have been begun. I was wondering whether you had segregated them into projects so as to show the new projects.

General ROBINS. Under the national-defense rivers and harbors bill we show all of the projects authorized. That act was approved October 17, 1940, as shown on page 32, which includes those projects which we have been discussing, the Silver Lake and the Oregon Inlet projects, but it does not give a complete list there.

Senator LODGE. That is what I was thinking. I do not see that Boston seaplane channel.

General ROBINS. It is in the list on page 32, sir.

Senator LODGE. That is what I was wondering about. Does not that \$2,400,000 include that?

General ROBINS. Under "Boston Harbor, Mass."

Senator LODGE. Is that \$2,400,000 exclusively for the seaplane channel and fill at the airport?

General ROBINS. \$100,000 for reserve channel, Army base, and seaplane channel.

Senator ADAMS. At the top of page 30 is a statement by General Schley listing six projects which were excluded by the Budget, and the Massachusetts project is included in that.

#### BOSTON HARBOR SEAPLANE CHANNEL

General ROBINS. That is the seaplane channel, \$2,300,000.

Senator LODGE. That is what I wanted to get clear. That language on page 32 of the House hearings, "Boston Harbor, Mass.," might not necessarily refer to the seaplane channel. So of that \$2,400,000, \$2,300,000 would be for the seaplane channel, as shown on page 30 of the House hearing.

General ROBINS. Yes, sir.



AMOUNT THAT CAN BE USED ON BOSTON HARBOR SEAPLANE CHANNEL,  
FISCAL YEAR 1942

Senator LODGE. But I am advised by your Office that \$1,500,000 will take care of all that can be done during the fiscal year; is that correct?

General ROBINS. That is correct.

Senator LODGE. And I have requested your Office to draft the language of an amendment for me so that I can offer it at the proper time.

General ROBINS. Yes, sir.

Senator LODGE. Thank you.

## FLOOD CONTROL

STATEMENT OF HON. GEORGE W. JOHNSON, A REPRESENTATIVE IN  
CONGRESS FROM THE STATE OF WEST VIRGINIA

## HUNTINGTON DISTRICT, GUYANDOT SECTION

Senator HAYDEN. There is present Congressman Johnson of West Virginia, who is well known to every member of the Senate Committee on Appropriations and we will be delighted to hear him now.

Representative JOHNSON. Mr. Chairman, I am a little embarrassed this morning. When appearing before the Subcommittee of the House Appropriations Committee in the War Department civil functions bill, headed by Mr. Snyder, I asked that \$2,230,000 be appropriated at this time to complete a third flood wall at Huntington, W. Va., in my congressional district.

## THIRD FLOOD WALL PROPOSED

Senator ADAMS. May I ask you—you speak of a third flood wall—and may I ask you what you mean by that?

Representative JOHNSON. Those walls are built in sections, one, two, and three.

Senator ADAMS. That is, one back of the other?

Representative JOHNSON. No; no; one continuous wall but built in three sections. That is correct, is it not, Major?

Major REEB. That is correct, sir, except that the Guyandot section about which we are talking at the present moment is physically separated from the other two sections by the Guyandot River, which flows through the eastern section of the city of Huntington.

Representative JOHNSON. That is the wall that I am particularly interested in at this moment.

I would be equally interested in the building of this wall if it were any place in the United States.

## PROTECTION OF INTERNATIONAL NICKEL CO. PLANT

This wall, if built, protects the International Nickel Co.'s plant at Huntington, W. Va., which is the only plant in the United States that makes nickel.



I do not know why the Budget does not send up an estimate for the full amount. I have been unable to find out just why they did not do it.

Senator ADAMS. Did they send an estimate?

Representative JOHNSON. They sent an estimate for about one-half of the necessary amount.

#### AMOUNT REQUESTED AND AMOUNT OF BUDGET ESTIMATE

Senator ADAMS. What amount was requested?

Representative JOHNSON. \$2,230,000.

Senator ADAMS. And what was included in the Budget estimate?

Senator HAYDEN. I have the estimate here, and I think it might be well to read it into the record. It is dated March 17, 1941:

EXECUTIVE OFFICE OF THE PRESIDENT,  
BUREAU OF THE BUDGET,  
Washington, D. C., March 13, 1941.

The PRESIDENT.

*The White House.*

SIR: I have the honor to submit for your consideration a supplemental estimate of appropriation for the fiscal year ending June 30, 1941, to remain available until expended, for the War Department, for flood control, general, amounting to \$1,129,000, as follows:

#### "CIVIL FUNCTIONS

##### "CORPS OF ENGINEERS—FLOOD CONTROL

"For an additional amount for flood control, general, \$1,129,000, to be available until expended."

The purpose of this supplemental estimate of appropriation is to provide for the construction of an integral portion of a project for flood protection of the Guyandot section of Huntington, W. Va., authorized under the provisions of the Flood Control Act of June 28, 1938 (Public, No. 761, 75th Cong.). The work proposed to be accomplished at this time is necessary in the interest of national defense in that it will afford protection from floods to the plant of the International Nickel Co. This plant supplies a substantial amount of the refined nickel used in this country and is the only plant producing monel metal on this continent. The speedy execution of the project is recommended by the War Department and the Office of Production Management.

This supplemental estimate of appropriation is made necessary by contingencies which have arisen since the transmission of the Budget for the fiscal year 1941. I recommend that it be transmitted to Congress.

Very respectfully,

HAROLD D. SMITH,  
*Director of the Bureau of the Budget.*

Senator HAYDEN. Now, your contention is that to do the job and to do it right, it would require the \$2,230,000?

Representative JOHNSON. I think the Army engineers will agree to that, if you can get them off on the side. [Laughter.] But there have been some things that have developed since I testified before the House subcommittee, Mr. Snyder's subcommittee, that I want to call to your attention.

I have gone to some trouble to get some additional information so that you might understand what I am requesting. The Army engineers for some reason conceived the idea that they could build half of this wall which would protect the Nickel Plate Co.



## INTERNATIONAL NICKEL CO.

Senator ADAMS. May I ask you this: You have used, for instance, the term "Nickel Plate Co." That is the International Nickel Co.?

Representative JOHNSON. Yes, sir.

Senator ADAMS. Now, the International Nickel Co. is a Canadian company, is it not?

Representative JOHNSON. I do not know whether it is or not.

Senator ADAMS. Well, the International Nickel Co. is the greatest producer of nickel in the world. They have enormous Canadian mines.

Representative JOHNSON. Yes; and I am glad to say that they have their plant in my district.

Senator ADAMS. I was just trying to see whether—

Representative JOHNSON. And I am here to give them relief.

Now I made a mistake. This appropriation should have come before the deficiency subcommittee, of which I am an humble member, but in order to get quick action, I yielded jurisdiction to the subcommittee on the War Department civil functions appropriation bill so we could get immediate action and get this wall built, with the result that the bill does not contain sufficient funds to build this wall and protect that plant.

## INADEQUATE PROTECTION WOULD BE AFFORDED BY PROPOSED BULKHEAD

Now, what the Army engineers propose to do is to build this wall similar to the other walls up to a certain point, say, the Nickel Co.'s plant, and then they are going to build what is called a tie-in, or a bulkhead. That will cost about a thousand dollars, and it is going to leave the rest of that territory north of the nickel plant unprotected from floods.

It happens that this tie-in, or bulkhead, is 3 feet lower than the main wall. In other words, we are protecting this nickel plant with an outside wall 3 feet higher than the tie-in. Of course, the tie-in will not amount to anything if a flood rises up to within 3 feet of the top of the wall, because it will just go over the tie-in. It would be worse than if we did not have it.

Why they conceived that proposition, I do not know, except on one theory, and that is that this tie-in which is 3 feet lower than the main wall, seems to be the height of any flood that has occurred in the Ohio Valley.

Now, if they could give us an assurance that we would not have a flood higher than the 1937 flood, I would not be here. I would be satisfied. They cannot do that.

So, if we have a flood equal to the 1937 flood, the tie-in wall would not amount to anything and the flood wall, so far as the flood wall is concerned, would not amount to anything. It would be worse than if we did not have it.

Now, Major Reber is here from the Corps of Engineers. Perhaps he can throw some light on this project. My contention is that so far as this International Nickel Co.'s plant is concerned, it is an integral part of national defense, and that we cannot afford to take a chance on this tie-in which is 3 feet lower than the main wall. This wall is going to be built within the next 12 or 15 months anyway, so far as that is concerned. It has been authorized, and the only



reason that we did not get the money was because the President asked us not to appropriate any additional funds for flood control above the budget estimates. The only estimate that has come up here for this project is contained in House Document No. 143.

Some things have developed that were not known at the time of the House hearing, and I have taken an opportunity to get this information, and I want Major Reber to check it.

LETTERS FROM W. S. ROSENHEIM, MANAGING DIRECTOR, CHAMBER OF COMMERCE, HUNTINGTON, W. VA.

These letters are from a prominent gentleman in Huntington, who, after making an investigation writes me as follows:

CHAMBER OF COMMERCE OF HUNTINGTON,  
Huntington, W. Va., April 7, 1941.

HON. GEO. W. JOHNSON,

*Member of Congress, Washington, D. C.*

DEAR CONGRESSMAN JOHNSON: I have your letter of April 4 and I wish you all the success in the world in getting the appropriation increased.

Answering your letter, the second paragraph:

(a) The total number of persons employed at the International Nickel Co. is 2,400. Of these, 2,100 live within the city of Huntington and 300 work in the plant but live outside of the corporate limits.

(b) The plant is now being enlarged, some \$400,000 being spent on expansions. This includes enlarging the machine shops, the construction of one new brick stack, 200 feet high, the addition of furnaces, calciners, etc., etc. I am sending you, under separate cover, a photograph showing some of the expansions.

(c) In 1937 the plant was down completely for 2 weeks, partially for 30 days, and it was some 2 to 3 months after that before it got into full production. However, the only reason why they were able to get any production at all after 2 weeks, was because they were able to borrow 57 highly skilled technicians, electricians, etc., from the Westinghouse Co., General Electric Co., etc. These men worked night and day in repairing the electrical damage. Today I am informed by the management that it would be impossible to secure these men at the present time as they are all busy at their own plants on war orders. Therefore, if we were to have a flood similar to that of 1937, the plant would be down three times as long as it was 4 years ago.

Under paragraph 3, I am sending you, under separate cover, two photographs, one a picture of Marshall College and the surrounding area in the 1937 flood, and the other a picture from a slightly different angle of the same area in 1940 when we had a 57-foot flood and the flood wall kept the water entirely out.

Paragraph 3: It is estimated that 800 employees of the nickel plant live in that portion of Guyandotte which would be protected by building the additional wall, for which the extra \$1,100,000 is asked. In the area from the nickel plant on up the Guyan River to the end of the wall, 300 employees live. About 1,000 employees of the plant live in the city of Huntington west of the Guyan River in the areas which are now protected by flood walls.

With kindest personal regards, I am

Sincerely yours,

W. S. ROSENHEIM, *Managing Director.*

P. S.: For additional information, I am sending you a copy of a letter I wrote you on March 24. This gives you further facts regarding the necessity for the Guyandotte addition.

W. S. R.

CHAMBER OF COMMERCE,  
Huntington, W. Va., March 24, 1941.

HON. GEO. W. JOHNSON,

*Member of Congress, Washington, D. C.*

MY DEAR CONGRESSMAN: With further reference the matter for additional appropriations for Guyandotte, let me give you the following supporting evidence.

Industries located in Guyandotte north of the C. & O. Railway, which would



be unprotected by the proposed International Nickel Co. flood wall: The Guyan Creamery, which deals in milk and dairy products, employs 100 persons, does an annual business of \$425,000, and occupies 10,000 feet of floor space. They had some 15 feet of water in their plant in 1937.

There is one vacant industrial building in this area with 20,000 feet of floor space which was in active operation until the 1937 flood. It was vacated after the flood and we have been able to find no one to occupy it until we are promised flood protection.

The actual value of real and personal property in that section of Guyandotte which lies north of the C. & O. Railway and which would be unprotected by the International Nickel Co. flood wall is \$6,500,000.

Eighty percent of the 5,000 people who live in the Guyandotte-Nickel plant area live in that section of Guyandotte north of the C. & O. Railway area and would not be protected by the present planned International Nickel Co. wall.

The homes of about one-third of the employees of the International Nickel Co. are in Guyandotte in that area north of the C. & O. Railway which would be unprotected by the wall planned at present.

The largest elementary grade school in the State of West Virginia, which houses 800 pupils, is in this area. The 1937 flood came to the second floor of this building.

The fire department station, serving the entire Guyandotte area, is in the unprotected section, as well as the entire retail section and all of the churches, business houses, etc., serving Guyandotte.

I am sending you first class, special delivery, a few photographs which give you an idea of the damage suffered in 1937 by that section of Guyandotte which would not be protected by the International Nickel Co. wall and which would be protected by the complete wall around the entire area as originally designed by the engineers and as authorized by Congress.

Yours very truly,

W. S. ROSENHEIM, *Managing Director.*

Representative JOHNSON. Now, some several hundred families own their homes and live in that section of Guyandot unprotected by this wall, so that any ordinary flood in the Ohio Valley would endanger those people and their homes, and would naturally interfere with the operation of the plant. That is one thing.

I do not know anything about these pictures, but if you could go out there and see conditions you could see what it means.

That is before [exhibiting photograph], and that after. That is the flood wall [exhibiting photograph].

Senator ADAMS. Congressman, what is the situation there which leads to the establishment of these industries on this ground?

Representative JOHNSON. I do not know.

Senator ADAMS. There is high ground available?

Representative JOHNSON. Yes; there is high ground, but it is some distance back; but that is not the question with us right now. The question is this flood wall. I think the Army engineers will tell you that if we build this wall that there will be no trouble about it.

Another thing: I have talked with Major Reber, and he tells me that there are no developments up the river, on the Ohio River, that would tend to keep back flood waters; that the condition is just the same as it was in 1937, and that a 1937 flood repeated would destroy this plant.

Now, that boiled down to its final analysis is just what it means. I think if you can take chances, all well and good. This is going to be done anyway. It is going to be built within 12 months, and this additional wall is simply anticipating the appropriation. That is all. The work has been authorized, and would have been appropriated for if it had not been for these peculiar circumstances, and I am here pleading for this not only on account of Huntington, but for national defense.



Senator LODGE. What does this plant do, Congressman?

Representative JOHNSON. It takes the ore and refines it.

We have a man here from the Office of Production Management who is an expert in those matters.

I am very much interested in this project. It only takes one time to build this wall, and it can be built cheaper now than at any time in the history of this country. My people are ready to go ahead.

## STATEMENT OF MAJ. MILES REBER, OFFICE OF CHIEF OF ENGINEERS, WAR DEPARTMENT

### EXTENT OF LOCAL CONTRIBUTION

Senator ADAMS. What proportion of the cost is to be met by local contributions?

Major REBER. The cost of local cooperation is \$470,000 and \$2,230,000 is now needed to complete the construction of the project.

Senator LODGE. What is the status of that local contribution?

Representative JOHNSON. We are ready to go ahead. They have issued the bonds.

Senator LODGE. That has the authority of an act of the legislature?

Representative JOHNSON. No, no; the city has that authority.

Senator LODGE. It is entirely municipal, then?

Representative JOHNSON. They have had an act passed whereby the city has authority to issue these bonds.

Senator GURNEY. In what amount?

Representative JOHNSON. Any amount necessary. They have already issued them; they have already sold them.

Senator LODGE. There is no debt limit on the city, then?

Representative JOHNSON. No. Everybody wants it. Anybody who opposed this thing down there—well, it would be just too bad.

### IMPORTANCE OF NICKEL FOR NATIONAL DEFENSE

Now, I am extremely interested, as I said, not only on account of it being in my district; but in the interest of national defense. Your seven billion will not be worth anything if the nickel plant shuts down; and the rest of the money we are spending here will not amount to very much if you are going to shut this plant down; you have got a bottleneck on nickel now. Gentlemen, you cannot afford to take this chance. That is all I have got to say.

### TYPE OF CONSTRUCTION

Senator HAYDEN. Major Reber, will you just tell us about the engineering features. If the full amount of money is appropriated, the War Department could proceed and do the entire job?

Major REBER. Yes, sir.

Senator HAYDEN. And once done the wall would be tied in above and below in a permanent manner to give complete protection?

Major REBER. Yes, sir.

Senator ADAMS. What would happen if just the amount which the House appropriated is left in?



## ESTIMATED COST TO COMPLETE GUYANDOT SECTION

Major REBER. May I explain that briefly, sir, as follows: The Guyandot section of Huntington, W. Va., and the entire project for that city are authorized by the Flood Control Act of 1938. The estimated cost to the Federal Government to complete the construction of the Guyandot section is \$2,230,000.

## PROJECT RECOMMENDED AS A NATIONAL DEFENSE NECESSITY

On February 12, 1941, the Secretary of War received a letter signed by Mr. Knudsen of the Office of Production Management saying that the Office of Production Management recommended that the Secretary of War take such steps as may be necessary to secure funds for the construction of that part of the Guyandot section which the Office of Production Management was advised by the Army engineers could be built in time to protect the plant of the International Nickel Co. against possible floods in the spring of 1942.

## AMOUNT REQUESTED OF BUDGET BUREAU

As a result of that letter, on February 26, 1941, the Secretary of War submitted a request to the Bureau of the Budget for \$2,230,000 to complete the entire authorized project for Guyandot.

## AMOUNT OF BUDGET ESTIMATE

The Budget message to Congress which has just been read by Senator Hayden recommended \$1,129,000.

EXTENT OF PROTECTION THAT COULD BE GIVEN BY AMOUNT RECOMMENDED BY  
BUDGET BUREAU

Senator ADAMS. Would that amount protect the plant of the International Nickel Co.?

Major REBER. That amount will protect the plant of the International Nickel Co. to approximately the grade reached by the maximum flood of record in that part of the Ohio Valley, that of 1937. It cannot be stated that it would definitely protect that plant against a flood equivalent to that of 1937, because there would be no free board.

I think that if I pass this map around, as I explain what is being done, the committee will have a clearer idea of the situation.

Running practically through the middle of the Guyandot section is the embankment of the Chesapeake & Ohio Railroad which runs from high ground across the low ground and across the Guyandot River.

With the \$1,129,000—

Senator ADAMS. Where is this with reference to the city of Huntington?

Major REBER. The main section of the city of Huntington is over here [indicating on map], sir. The Guyandot River runs down through here.

Senator ADAMS. To the Ohio?

Major REBER. Yes.



Senator ADAMS. Where is the International Nickel Co.'s plant?

Major REBER. It is right here [indicating on map].

Senator ADAMS. Within the angle made by the Guyandot and the Ohio?

Major REBER. Yes, sir.

Senator LODGE. That dark blue line is the Guyandot?

Major REBER. The dark blue line is the proposed location of the flood wall for the entire project.

Senator LODGE. And this is the Guyandot?

Major REBER. The Guyandot River is this [indicating].

Now, with the \$1,129,000—

#### PROPOSED WORK WILL NOT PROTECT CITY OF HUNTINGTON

Senator ADAMS. This will not protect the city of Huntington; this is on the opposite side of the river?

Major REBER. This, I believe, sir, is true, the Guyandot section is within the corporate limits.

Senator ADAMS. That is not what I mean. The business section of the city of Huntington is on the other side of the river [indicating].

Major REBER. Yes, sir. The project for the business section is complete at the present time.

Senator ADAMS. And this will not put any additional stress on that?

Major REBER. No, sir.

Senator ADAMS. It will not narrow the channel or put any stress on it?

#### WORK PROPOSED TO BE DONE WITH AMOUNT RECOMMENDED BY BUDGET

Major REBER. No, sir. The grades have been figured with that in mind.

With the \$1,129,000, the Department proposes to build the full wall from the upstream end on the Guyandot River to the embankment of the Chesapeake & Ohio Railroad and to use that embankment as a part of the protective structures to close to high ground. That embankment is approximately three feet below the approved grade for the top of that wall.

#### LOCATION OF INTERNATIONAL NICKEL CO.'S PLANT

Senator ADAMS. But the International Nickel Co.'s plant is between the Chesapeake & Ohio embankment and the Guyandot River?

Major REBER. Yes, sir, inside that proposed protection.

It will be necessary to put in a temporary bulkhead where a small stream called Pat's Branch flows underneath the Chesapeake & Ohio Railroad.

Now, because of the fact that that embankment is three feet below the proposed grade of the wall, this project, of course, will not give the full protection for this land inside of that wall, which is contemplated when the entire project for Guyandot is complete.



## NATURE OF FULL PROTECTION THAT COULD BE GIVEN

Senator ADAMS. Now, would the full protection be the result of additional levees or the lengthening of the levees, or the increase in the height of those?

Major REBER. No, sir. The full protection will be merely the continuance of the concrete wall north from the Chesapeake & Ohio Railroad embankment to the Ohio, along that river, and then to high ground approximately a mile above the mouth of the Guyandot River, at the same grade as the wall which we will build in front of the International Nickel plant.

Senator ADAMS. Then the part on the south and west along the Guyandot would be completed in the same way, regardless of the amount of the appropriation?

Major REBER. That is right, sir. We propose this plan because of the limited amount of the appropriation. It can be done within that limit of \$1,129,000.

Representative JOHNSON. You mean because the Budget limited the appropriation, you had then to cut your cloth according to what you had; is that what you mean?

Major REBER. Substantially so; yes, sir.

## FLOODS OF 1937 AND 1913

Senator LODGE. Major, there was a serious flood in that region in 1937.

Major REBER. In 1937, a maximum flood of record occurred in the Ohio River at Huntington.

Senator LODGE. When was the largest flood next to that?

Major REBER. In 1913.

Senator LODGE. Nineteen thirteen.

Major REBER. Yes, sir.

Senator LODGE. Are you advised that there is any recurrence of floods in cycles with any regularity?

Major REBER. That is very difficult to determine, Senator. There is no way in which you can predetermine that there will be a cycle, say, of 20 years. There are unquestionably general cycles of wet and dry weather; but whether or not a maximum flood equivalent to 1937 will occur within the next 5 years or the next 50 years or the next 100 years, there is no way that we can tell.

## CONTROL OF HEADWATERS

Senator HAYDEN. Has anything been done on the headwaters of the Ohio River on the Allegheny or the Monongahela Rivers that might take the peak off of the flood?

Major REBER. Yes, sir; there have been authorized reservoirs to be built under the acts of 1936 and 1938. At the present time, however, we only have sufficient authorization to complete the reservoir system for the immediate protection of Pittsburgh and the only other reservoir system that has been built is in the Muskingum River Basin in Ohio.

Senator ADAMS. How many acre-feet will they hold back?



Major REBER. I do not recollect, sir; but I should say in the neighborhood of 2,000,000 acre-feet; those that are built or are being built now.

Senator HAYDEN. In that regard, I have heard it argued that the way to control floods on the entire Mississippi River, for example, would be to go to every place, every tributary, where a dam could be built and impond the waters there and not let them come down into the main stream, and then we did have testimony before the committee that if all of that were done it would only take about 6 inches off of the peak flood at New Orleans.

Now, I would like to know what the effect of this reservoir would be in this particular instance?

Major REBER. The effect of the reservoirs, the entire approved reservoir system, when completed, will take approximately 6½ feet off of what we call the project flood for the Ohio River at Huntington. That project flood is considerably larger than the flood of 1937, which is the maximum of record.

#### LENGTH OF TIME REQUIRED TO DEVELOP HEADWATER CONTROL

Senator HAYDEN. And, about how many years, at the present rate, will it be, approximately, before those reservoirs will be built?

Major REBER. It will be—this again I should like to check, sir—but, I should say somewhere in the neighborhood of between 30 and 50 years at least.

Senator HAYDEN. So that the only immediate protection that could be given to this locality is by building this levee at the height above any known flood.

Major REBER. Yes, sir. I should like to supplement that by this statement: It is not economical to provide complete flood protection for cities and towns along the Ohio River by means of reservoirs alone. They must be supplemented by flood walls, to obtain that complete protection.

#### QUESTION AS TO AFFORDING COMPLETE PROTECTION AGAINST FLOODS

Senator ADAMS. Is this not also true, too, that you cannot afford complete protection against floods? In other words, complete protection against floods would be more expensive than to do without it.

Major REBER. That is very true in a great many places, sir. It depends upon what you set as your maximum probable flood.

Senator ADAMS. You have to distinguish between the places where the damage is relatively slight as compared with the cost of the protection.

Major REBER. Yes, sir.

Senator ADAMS. That is, where you have a city like Huntington, you have accentuated damages which would exceed the cost of protection.

Major REBER. Yes, sir.

Senator ADAMS. You could not go down and protect a farm area or a small community, because the cost in protecting a small community would be as much as it is a large city.

Major REBER. Yes, sir; I think that this fact is brought out by the situation directly along the Ohio River. There are recommended



plans approved by Congress for the protection of towns along the Ohio which will be assisted by this reservoir system when finally completed. We are not endeavoring to protect the farm lands in that valley from major floods by levees and flood walls, since it is not economical to do so. The reservoir system will, however, afford a degree of protection to those farm lands against minor and medium floods.

Senator HAYDEN. To conclude, Major—we will have to hear one or two more witnesses before noon——

Major REBER. Yes, sir.

#### AMOUNT REQUESTED OF BUDGET BUREAU

Senator HAYDEN (continuing). The Department recommends this appropriation.

Major REBER. The War Department in its letter to the Bureau of the Budget recommended \$2,230,000.

Senator HAYDEN. And they exercised their engineering judgment in the Budget by reducing the amount?

Major REBER. I do not know what the Budget did, Senator.

Senator HAYDEN. There is one other witness, Dr. Allen, whom we want to hear before noon.

Representative JOHNSON. I would like to ask one other question.

Senator HAYDEN. Yes.

#### EXTENT TO WHICH HEADWATERS OF OHIO RIVER ARE CONTROLLED

Representative JOHNSON. There has been no development in the Ohio's tributaries that would tend to lessen the flood of 1937?

Major REBER. On the headwaters, up around Pittsburgh; yes, sir; and the Muskeegan; yes, sir; but it is quite possible that a storm distribution would be such that those reservoirs would have no appreciable effect at Huntington.

Representative JOHNSON. In other words, no appreciable effect could be expected by reason of any development in the matter of protection on the Ohio tributaries as affecting Huntington?

Major REBER. Not that you could count on definitely at the present time.

Senator ADAMS. Major, you do this. Of course, you can have a hypothetical storm point which would overtop any flood protection that could be provided?

Major REBER. Practically any; yes, sir; that is true.

Representative JOHNSON. But, Major, you have been asked some hypothetical questions. You do think if we complete this project now that the nickel plant would be much better protected than the way it is now, do you not?

Major REBER. I think I can answer that question this way, Mr. Johnson. We feel that when this project is completed, that the nickel plant will be protected against all floods that can reasonably occur in the future.

Senator HAYDEN. We thank you, sir.

Now, there is another witness here whom we wish to hear before noon. We will hear Mr. R. C. Allen, consultant, ferrous metals and alloys, Office of Production Management.



## FLOOD CONTROL

STATEMENT OF DR. R. C. ALLEN, CONSULTANT, FERROUS METALS  
AND ALLOYS, OFFICE OF PRODUCTION MANAGEMENT

## HUNTINGTON DISTRICT, GUYANDOT SECTION

Representative JOHNSON. Mr. Allen, what is your address?

Mr. ALLEN. My address is Hudson, Ohio.

Representative JOHNSON. Where is that? How far is that from Huntington, approximately?

Mr. ALLEN. About 25 miles from Cleveland.

Representative JOHNSON. What position do you occupy in the Government service?

Mr. ALLEN. I am consultant for ferrous minerals and alloys, Office of Production Management.

## IMPORTANCE OF NICKEL PLANT AT HUNTINGTON, W. VA.

Representative JOHNSON. Are you familiar with the International Nickel Co. plant at Huntington?

Mr. ALLEN. I am familiar with the operations of the company. I am not familiar with that plant. I have never been there.

Representative JOHNSON. You have not?

Mr. ALLEN. No.

Representative JOHNSON. What part does that plant play in your national defense? You may speak off of the record, if you wish to. I presume that is all right.

Mr. ALLEN. I think I can answer that very briefly.

## SOURCE OF NICKEL

Our only source of nickel for use in this country and Canada, and the British Empire is the International Nickel Co.; their source of nickel ore is the Sudbury district, Ontario, Canada, but since the collapse of France, they are bringing into the United States some nickel matte, which is a product of the smelter, from New Caledonia.

The United States and the British Empire now have for use probably in excess of 95 percent of all of the nickel in the world.

Senator ADAMS. May I ask what became of the nickel production either in Norway or Sweden? There was some substantial development there, was there not?

Mr. ALLEN. The Falconbridge Nickel Mines, Ltd., of Sudbury, Ontario, formerly shipped to Norway for refining the matte produced by its smelters at Sudbury. That amounted to about 500,000 pounds per month of refined nickel. We do not know what is going on in that refinery now, but we think not very much, because there is little production of nickel ore available for it in Europe.

Senator HAYDEN. I thought that there were some nickel mines in northern Finland.

Mr. ALLEN. They are not mines; they are prospects for mines.

I understand that at the start of the Finnish war with Russia, those mines were in a state of exploration, but not production. So far as we know there is still no production in those mines.



## EFFECT ON NATIONAL DEFENSE IF HUNTINGTON PLANT IS SHUT DOWN

Representative JOHNSON. Now, what about the effect on your national-defense operations if this plant should be shut down for say 6 days?

Mr. ALLEN. The answer to that is in these figures.

## TOTAL PRODUCTION OF NICKEL AVAILABLE

The total production of nickel available is 280,000,000 pounds for 1941. Of that amount, 6,000,000 pounds will be used in Canada; 25,000,000 pounds in the British Empire, outside of Canada; and 175,000,000 pounds in the United States. Included in the 280,000,000 pounds is 74,000,000 pounds which goes into two alloys of nickel, one, monel metal, which is an alloy of nickel and copper, and the other, called inconel, which is an alloy of nickel, copper, and chromium.

Now, we will have, as I have stated, in the United States for our use in 1941 175,000,000 pounds of nickel, or about 14,500,000 pounds per month.

In the month of March the customer demand for nickel was 20,500,000 pounds per month and in April about the same, against a total supply of 14,500,000 pounds per month.

Now, of this 14,500,000 pounds per month or 175,000,000 pounds, approximately, for the year 1941, we are depending upon the Huntington plant for 30,000,000 pounds, or 2,500,000 pounds per month.

## OUTPUT OF NICKEL PLANT AT HUNTINGTON, W. VA.

Now, the Huntington plant takes from the smelters at Sudbury a product of the smelter known as matte. The Huntington plant is a refinery. It also gets, as I said awhile ago, some matte from New Caledonia; but the output of the plant is refined metal which will be 30,000,000 pounds in 1941. The former production was 8,000,000 pounds; but recent enlargements have been such that the production is now 30,000,000 pounds per year, or 2,500,000 pounds per month.

Senator LODGE. How did it happen that the plant was located at Huntington? What is the special advantage in locating it there?

Mr. ALLEN. I do not know, sir; but the great market for the International Nickel Co. is in the United States.

Senator HAYDEN. For smelting purposes they probably needed coal and coke which is available in West Virginia.

Mr. ALLEN. Well, the ore is smelted in Canada. It is refined in Huntington. There is no smelting there.

Senator LODGE. How do they refine it?

Mr. ALLEN. I think mainly electrolytically.

Senator LODGE. They use waterpower for that?

Mr. ALLEN. I think not.

Senator HAYDEN. Well, again, they would take the coal and make the electricity?

Mr. ALLEN. Yes.

## EFFECT IF HUNTINGTON PLANT IS SHUT DOWN

Representative JOHNSON. You have not answered my question. Suppose that this plant should shut down for a week, what effect would it have?



Senator ADAMS. He gave the figures.

Mr. ALLEN. If this plant were to go out of operation, we would have insufficient nickel to support defense uses of nickel, plus what we call in the Office of Production Management, essential uses of nickel, which is also defense, secondary defense.

Representative JOHNSON. This is the only plant you have?

Mr. ALLEN. Yes.

#### DEMAND FOR NICKEL TO INCREASE

Senator ADAMS. We must assume of this great nickel demand now, which runs to 175,000,000 pounds per year, some of it is going into machinery, into permanent construction, so that a use would not be duplicated. That is what I am getting at. Would there be at some time a decline in the demand, after the permanent uses have been filled?

Mr. ALLEN. We have no answer to that question, sir, although we have given it a great deal of consideration. We believe that the demand for nickel will increase rather than decrease during the emergency.

#### USE OF NICKEL IN ENGLAND COMPARED TO USE IN THE UNITED STATES

Senator ADAMS. Why is there such a disproportionate use of nickel here as compared with England? That is, the English demand right now, with their rather great stress, is 25,000,000 pounds as against our 175,000,000 pounds.

Mr. ALLEN. I do not know that I have a clear answer to that, except one of proportion. Customarily, we use a great deal more nickel, of course, than England does, because our manufacture is on a very much larger scale than that of Great Britain. Sixty-five percent of all of this nickel goes into steel. The rest of it goes into brass, nickel plate, and a great many important nickel alloys. Nearly all of this nickel will reach its final market in manufactured products containing on the average not more than 1 percent of nickel. Nickel-steel armor plate has only 3 to 4 percent nickel in it. But there are myriad uses of nickel as alloy with copper, iron, chromium, and other elements which go into innumerable manufactures in this country.

Now, to get closer to your question, for the month of April we required all primary users of nickel to report to us all of the orders standing on their books and the details of each other, so that we would know just what this nickel is being used for. Boiling all of that down it appears that we have just about enough nickel to cover the defense demand, including industries essential to defense.

We have no nickel at all for any nonessential use.

#### SOURCES OF NICKEL SUPPLY

Senator GURNEY. Mr. Allen, you made the statement that they were producing 30,000,000 pounds in Huntington, but we are using 175,000,000. Then you said that the Huntington plant was the only plant that we had in this country. Now, I am going to ask you where the rest of it comes from; where the rest of it is refined?



Mr. ALLEN. From the refining plant of the International Nickel Co. in Canada.

Senator GURNEY. Huntington is the only nickel refining plant in the United States?

Mr. ALLEN. Yes.

#### QUESTION AS TO SUBSTITUTES FOR NICKEL

Senator HAYDEN. What substitutes are there that can be used in place of nickel, if you have to resort to that?

Mr. ALLEN. That is a question to which we are giving a lot of study through a special committee of the National Academy of Science and the National Research Council. The main substitute for nickel is molybdenum.

Senator HAYDEN. I assume then that the reason why nickel is used in connection with steel and why molybdenum could be substituted, is that the nickel hardens the steel?

Mr. ALLEN. That is right.

Senator HAYDEN. If you want to make good armor plate, you should have nickel?

Mr. ALLEN. That is right.

#### COOPERATION BETWEEN INTERNATIONAL NICKEL CO. AND THE OFFICE OF PRODUCTION MANAGEMENT

Representative JOHNSON. How is this nickel plant cooperating with your organization?

Mr. ALLEN. Perfectly.

Representative JOHNSON. One hundred percent?

Mr. ALLEN. One hundred and ten.

Representative JOHNSON. They are doing everything that they can?

Mr. ALLEN. Absolutely.

#### PLANT ENLARGED

Representative JOHNSON. Even to the point of enlarging their plant?

Mr. ALLEN. They have just gotten through with enlargement. They started enlargement in 1937, and at the beginning of this year they have just gotten through with it. It is too bad that the enlargements are not even greater.

Representative JOHNSON. Have you seen these photographs where they are enlarging, or have started to enlarge?

Mr. ALLEN. You mean at Huntington?

Representative JOHNSON. Yes.

#### EFFECT OF LOSS OF HUNTINGTON PLANT

Mr. ALLEN. No. I think the question that you gentlemen have in your mind is this, if I may be so bold as to say it: Suppose we lost Huntington. What would that mean to us?

Representative JOHNSON. Yes.



Mr. ALLEN. It would mean the loss of nickel at the rate of 30,000,000 pounds per year that could not be replaced, during the time the plant was down.

DESIRABLE THAT PLANT BE PROTECTED SO FAR AS HUMANLY POSSIBLE

Representative JOHNSON. Well, for that reason you deem it desirable that the plant should be protected?

Mr. ALLEN. Yes, sir.

Representative JOHNSON. Let me ask you, does your department want this plant protected, so far as it is humanly possible to protect it?

Mr. ALLEN. Yes, sir.

Representative JOHNSON. What does a million dollars amount to, if this plant were not properly protected? That is, looking at it from a national-defense standpoint?

COST OF NICKEL PER POUND

Senator GURNEY. What is a ton of nickel worth?

Mr. ALLEN. Refined nickel is worth about 34 cents a pound.

USE OF NICKEL IN MAKING STAINLESS STEEL

Senator HAYDEN. I was under the impression that stainless steel took the place of nickel and that there were other metals which could be used, and that you had found other ways of substituting other metals for nickel.

Mr. ALLEN. Nickel is used in stainless steel.

Senator HAYDEN. You could not make stainless steel without nickel?

Mr. ALLEN. No, sir; 18 percent nickel and 8 percent chromium goes into standard stainless steel. There are other types but all of them contain nickel.

Representative JOHNSON. I am very grateful for the consideration that you gentlemen have shown me. I thank you.

Senator HAYDEN. We thank you, Mr. Johnson.

RIVERS AND HARBORS

MISSOURI RIVER FROM ITS MOUTH TO SIOUX CITY, IOWA

Senator GURNEY. Mr. Chairman, there are some people here who are interested in the Missouri River. Hon. Arthur J. Weaver, former Governor of Nebraska, is present, and Mr. P. R. Wigton of Sioux City, Iowa, is also here.

Senator HAYDEN. Let us hear the Governor for a few minutes.

Senator GURNEY. Mr. E. A. Crockett, representing the State of South Dakota, is here also. I do not know whether he can stay until tomorrow.

Mr. Chairman, if I may make a preliminary statement. We have men here from the Missouri River area, from the towns up the river from Kansas City to Sioux City, Iowa.

I note that on page 31 of the House hearings are listed items now in the appropriations of \$1,500,000 and \$1,700,000 for work on the



Missouri River from the mouth of the river near St. Louis up to Sioux City, Iowa.

AMOUNT IN BILL FOR WORK ON MISSOURI RIVER FROM KANSAS CITY, MO.,  
TO SIOUX CITY, IOWA

I also notice in the House hearings on page 36, that there has already been allotted to the Missouri River for work between Kansas City, Mo., and Sioux City, Iowa, \$79,000,000. There is an allocation of \$1,700,000 for 1942, and it will take about \$10,500,000 to complete the work after the fiscal year 1942. That is in the interest of navigation on the Missouri River up to Sioux City, Iowa, and Mr. Wigton is hereto make a statement in detail.

STATEMENT OF P. R. WIGTON, REPRESENTING THE SIOUX CITY  
TRAFFIC BUREAU, SIOUX CITY, IOWA

MISSOURI RIVER, KANSAS CITY, MO., TO SIOUX CITY, IOWA

Senator HAYDEN. Mr. Wigton, will you give your full name for the record?

Mr. WIGTON. My name is P. R. Wigton. At this time, I am here as the official representative of the rivers committee, Sioux City Chamber of Commerce. Professionally, I have been identified with transportation in Sioux City and western Iowa, the Dakotas, and Nebraska for the last 30 years. I am connected with an organization, civic organization, whose purpose is to foster industrial development, agricultural and transportation, and I am going to make my remarks very brief here; take a very few minutes.

I am not going to undertake to quote or cite figures, because you gentlemen have access to those figures from the source; but I would say this, that we are very, very anxious; very fearful, of the present status of the Missouri River, unless some additional money, in addition to that which has been recommended, and as I understand it, passed by the House, to clear out our channel as it now stands and place it in a useful condition.

QUESTION AS TO COMMERCE ON MISSOURI RIVER AT SIOUX CITY

Senator ADAMS. How much commerce is there now on the Missouri River at Sioux City?

Mr. WIGTON. A chain is no stronger than its weakest link, and I am going to answer that in this way, that we have 800 miles of Missouri River in the Missouri River project; 400 each from Kansas City south, which has been certified, and we have 400 miles north of Kansas City to Sioux City, all of which is usable channel, with the exception of not to exceed a half dozen or at the outside a dozen, very short stretches, any one of which will stop navigation, except—

Senator ADAMS. May I get back to my question. How much commerce is there on the Missouri River at Sioux City?

Mr. WIGTON. There cannot be any.

Senator ADAMS. Not at this time?

Mr. WIGTON. None; that is correct, with this exception: We had two tows up last year during the high-water period, when we were fortunate enough to have a flood stage or high water, when these low



spots disappeared; we could navigate the low spots. We do feel this way: We feel that everything is at a standstill until these weak links are removed.

#### APPROPRIATION NEEDED AT THIS TIME

I do not think it is necessary to appropriate all of the money that it is estimated is needed to complete the project; but I think that you should appropriate probably—I think that the Army engineers will agree to this—four, five, or six million dollars which can be spent effectively at this time, not only to put the tremendous investment of some \$80,000,000 or \$100,000,000, or more, which is already in the river, into usable operation, but also to make available the vast projects, the Fort Peck Dam, which connects up with it, which is complete and which has cost a good many millions—over \$100,000,000. All of that is at a standstill.

#### COST OF PROJECT ON MISSOURI RIVER AT FORT PECK, MONT.

Senator ADAMS. I notice here in the tabulation \$115,000,000 estimated for expenditure on the Missouri River at Fort Peck. What does that indicate?

Mr. WIGTON. Well, I do not know, sir.

Senator ADAMS. Does that indicate a power plant?

Mr. WIGTON. A power plant, or, I think, something in addition to the project itself, because the dam is completed.

Senator ADAMS. It is not then river work?

Mr. WIGTON. That is, so far as Fort Peck is concerned.

#### NATURE OF WORK PROPOSED TO BE DONE

I am connected with a concern which is inaugurating a towboat barge line. Our barges are lying at St. Louis today. They went down from Sioux City. We went down last trip with a cargo of brick, and at one of these spots that I mentioned we spent 10 days traversing 2 feet of water with 3½ feet draft. Now, there are just a half a dozen or so of those spots of that kind which the Army engineers say that they can complete, or clean up, if they have this additional appropriation of four or five million dollars in addition to what we have authorized here, if that is accorded.

#### CARGO THAT WOULD BE TRANSPORTED

Senator HAYDEN. The down cargo would generally be grain?

Mr. WIGTON. Yes; I would say, Senator, almost entirely.

Senator HAYDEN. And the up cargo would consist of what?

Mr. WIGTON. The up cargo—the up cargo would probably more or less be mixed; but I would say as an economical proposition that it will be coal, petroleum, and other low-grade commodities.

#### QUESTION AS TO RAIL RATES COMPARED WITH WATER RATES

Senator HAYDEN. Well, how do the rail rates on that traffic compare with water?



Mr. WIGTON. That is a very large question. I do not like to get into a rate discussion. Our experience is, with our little operations, that we have cut the rail rates approximately one-half. This is not a rail controversial problem, in spite of all that is said. It is not going to hurt the railroads, because the cargo we move on barges, and which should move by the river, cannot ever possibly move by rail under the present rail circumstances.

The problem of the surplus grain in our area, drawing a 100-mile circle around Sioux City, is tremendous. We have a surplus grain situation there which the Lord Almighty only can take care of. I do not know what we are going to do. Unless these large surpluses can be taken out of our territory on a competitive basis; that is, by "competitive" I mean at a cost which will enable us to meet the cost of cheaper production elsewhere, we are going to sit right there.

Now, there are a number of angles to this: We have a number of industrial projects inquiring as to when the river will be finished—large elevator concerns, steel concerns, and coal people who are ready to go ahead when the river is navigable, but we will have to stand still until it is.

Now, we suggest this to this committee and to the Congress, that it will cost less to finish it now than it will 5 years from now. At the same time, we will begin to get some returns by way of increased development.

This railroad problem is a serious one. We have fine railroad service, but they have their problems. They do not move the stuff that has got to move, at a cost at which it has got to be moved in order to reach the markets, and I call your attention to this fact, when the railroad factor is discussed, that our bankrupt railroads are in our dry-land territory and the prosperous railroads are in water territory.

The additional transportation by water will increase industrial development, agricultural profits, and development to a point where the railroads existing will correspondingly profit.

#### DEFENSE PHASE OF PROJECT

Now in reference to the question of defense—naturally, the minute I got off of the train I felt this atmosphere of defense, and I have listened to the gentlemen here.

I want to point this out to the Senators, and have them keep it in mind. Every transcontinental railroad—and they are our important defense railroads—must cross the Mississippi or Missouri Rivers. You can count, almost, on the fingers of two hands, the avenues of crossing of these rivers. A dozen—well, just hypothetically speaking—a dozen strategically placed bombs would put the transcontinental rails out of the picture.

I very definitely recall the serious railroad situation, the car shortages in our territory, during the last war. I was right in that up to my neck. I know what the situation is today, and I think the minute, if we should unfortunately get into the war, we would be back in a much worse condition from a transportation bottleneck standpoint than we had in that war. There are a number of reasons for that which I will not undertake to discuss; but I think it has considerable merit as a defense proposition to have this avenue available.



There is no limit to the amount of tonnage which can be handled up and down a river.

Senator ADAMS. You do not seriously contend that it would meet the defense problem? Suppose that they do blow up a bridge. They have been blowing up bridges in Europe, and it does not take them very long to get their traffic across by barge. They take it across by barge, instead of going several thousand miles down the river. That is, I am not impressed with the defense argument.

Mr. WIGTON. Perhaps you did not get my point.

Senator ADAMS. I think that I did.

Mr. WIGTON. My point is that the railroad traffic stops.

Senator ADAMS. Which, of course, cannot be done. That is, the mere fact that they blow up a bridge does not stop the railroads. Take the illustrations we have in Europe. There they blow up bridges and have them bombed. The railroads take the material up to one bank, and it is ferried across and is picked up by the railroad on the other side. You do not destroy a railroad by destroying a bridge, certainly not under conditions at present.

Mr. WIGTON. It slows them up considerably.

Senator ADAMS. Certainly; but hardly as slow as a barge line.

Mr. WIGTON. That is all I have, Mr. Chairman.

Senator HAYDEN. We thank you, sir.

Who is the next witness?

#### STATEMENT OF BRIG. GEN. T. M. ROBINS—Resumed

##### MISSOURI RIVER FROM ITS MOUTH TO SIOUX CITY, IOWA

Senator GURNEY. May I ask General Robins if he is prepared to tell the committee what the Department's request was to the Budget for this Missouri River work this year?

General ROBINS. We asked for \$4,866,600 for the two projects in the \$30,000,000 list submitted to the Budget. The Annual Report of the Chief of Engineers for 1940 indicates that \$9,472,000 could be profitably expended during fiscal year 1942.

Senator GURNEY. And the Budget approved a total of how much?

General ROBINS. The Budget allowed \$20,000,000 for new work, and on this basis it was necessary to reduce the amount for these two projects to \$3,200,000.

Senator GURNEY. \$3,200,000?

General ROBINS. Yes, sir.

##### AMOUNT THAT CAN BE PROFITABLY SPENT ON RIVER

Senator GURNEY. And you could efficiently use, during this coming fiscal year, the \$4,821,500?

General ROBINS. Yes, sir; more, too.

Senator GURNEY. Your set-up is such that you can go ahead and do the work if you had the appropriation, I take it?

General ROBINS. We could use six or eight million dollars very easily and even up to \$9,472,000.

Senator GURNEY. Is that one of your major projects in navigation?

General ROBINS. That is one of the largest projects. That affects a very large territory.



AMOUNT THAT HAS ALREADY BEEN SPENT BETWEEN KANSAS CITY AND  
SIOUX CITY

Senator HAYDEN. How much did you say had already been expended on this stretch of the river?

General ROBINS. \$79,767,350 in that stretch of the river between Kansas City and Sioux City.

Senator HAYDEN. That is over how many years?

General ROBINS. That is over a period of about 10 years.

Senator GURNEY. At the rate of about \$8,000,000 per year?

General ROBINS. Something like that.

Senator GURNEY. And it is now cut this year to \$3,200,000 for the two projects?

General ROBINS. Yes, sir. The list now includes \$1,500,000 for the lower river and \$1,700,000 for the stretch between Kansas City and Sioux City.

## CONDITION OF CHANNEL WHERE WORK HAS BEEN DONE

Senator ADAMS. Has all of the money been well expended; is the work done all there in a useful form now?

General ROBINS. Yes, sir.

Senator ADAMS. That is the portion of the river where you have spent the money is navigable?

General ROBINS. Yes, sir. The greater percentage of the channel is in good shape; just these barriers that are strung out along that river that need to be removed before the whole project will be usable.

## METHODS USED TO CONTROL CHANNEL

Senator HAYDEN. There was testimony before the committee a good many years ago that money spent on the Missouri River up to that time had been largely wasted, because they had not found a way to keep it in the channel. Apparently, from the statement now, that problem has been solved and you can keep it where you want to, if you have money enough to proceed in an orderly way.

General ROBINS. Yes, sir; we can put it where we want it and hold it where we want it. The problem is to get enough money to complete the whole stretch. We have actually got 9 feet over a very large proportion of that river. This project that we are talking about is a 6-foot project; but certain areas obstruct the whole thing.

Senator HAYDEN. What change in method has made it possible to develop navigation in the river whereas there were such obstacles for so many years?

General ROBINS. Well, the trick is to get the river in proper alignment and over the period of years they have found out just what radius on each bend was best and if you get the right radius on curvature, you can hold your channel, and, of course, in the old days, Senator, we never had money enough to do that. A little work was done 1 year and then it would go for 4 or 5 years before any other work would be put in, and that would be washed out.

Senator HAYDEN. What is the nature of the structures you are putting in?

General ROBINS. They are dikes and bank revetments; training dikes to shove the river over where we want it and bank protection to prevent the banks from caving and cutting in.



Senator HAYDEN. What is the nature of the revetment?

General ROBINS. The revetment is generally in the form of a mat, either willow mat, or timber mat, and riprap on top of that on up.

Senator HAYDEN. A mat which is completely under water does not decay?

General ROBINS. The mats are under water. We start at the bottom of the river with the mats, which are held down by rock, and then above that have riprap.

Senator HAYDEN. The mat will not decay?

General ROBINS. No, sir; it will last under water.

#### LOCATION OF SAND BARS

Senator GURNEY. May I ask about these sand bars to which reference has been made? Are they located below Omaha, between Omaha and Kansas City, or are some of them located between Omaha and Sioux City?

General ROBINS. In both stretches of the river, sir.

#### EXTENT OF NAVIGABILITY OF RIVER

Senator ADAMS. To what extent is the river navigable between Kansas City and St. Louis?

General ROBINS. It is navigable all of the time now except in the low-water season, in the fall.

Senator ADAMS. What depth do they have?

General ROBINS. The official depth is 6 feet.

Senator ADAMS. I mean the actual depth.

General ROBINS. That is what they have, when they navigate, 6 feet or more. Of course, we have just been through a dry cycle and river flow has been unusually low, but when the Fort Peck Reservoir is completely full and can be used to full advantage, we will be able to keep navigation going all the year around.

Senator ADAMS. You can equalize the flow by the use of the Fort Peck Reservoir?

General ROBINS. Yes, sir.

#### EFFECT OF FORT PECK POWER DEVELOPMENT ON NAVIGATION

Senator HAYDEN. Tell me what will be the effect of this proposed power development at Fort Peck on navigation?

General ROBINS. It will not have any effect on navigation, Senator; any appreciable effect. The power will be generated by the water that is released for navigation.

Senator HAYDEN. Well, but, there must be a timing: holding the water back in the flood season and letting it out in the low-water season. Now, while you are holding it back you are not making power.

General ROBINS. Of course, that depends upon how that power plant is operated. If you are going to operate it primarily as a power project, it would not be any good for navigation.

Senator HAYDEN. That is what I thought.

General ROBINS. If you are going to get the power that is incidental to releasing the water for navigation to hold up the stream flow, it will not hurt.



Senator HAYDEN. Then if that is contemplated, that will not produce a large quantity of firm power at Fort Peck.

General ROBINS. That is true.

Senator HAYDEN. From year to year.

General ROBINS. Yes, sir.

Senator HAYDEN. That would be power that would have to be supplemented from some other source at certain seasons of the year.

General ROBINS. Yes, sir. It so happens that that will fit into the power system out there very well.

Senator HAYDEN. But that development has not taken place.

General ROBINS. No, sir; the power plant has not been completed, and the power is to be handled by the Bureau of Reclamation for use in pumping water for irrigation.

Senator HAYDEN. Well, that use would fit into the low water situation.

General ROBINS. That would fit in very nicely.

Senator GURNEY. There is another gentleman here from Yankton, former mayor of the city of Yankton.

Senator HAYDEN. We will be glad to hear him.

### STATEMENT OF ERNEST A. CROCKETT, YANKTON, S. DAK.

#### DEVELOPMENT OF MISSOURI RIVER IN SOUTH DAKOTA

Mr. CROCKETT. Mr. Chairman and gentlemen, in my position here this morning, probably we are not so directly affected by the appropriation. Ours is one of rather hopeful waiting and in anticipation of a river below us being developed.

I represent this morning, to an extent, the people of South Dakota, having been sent down here by the Governor.

Navigation in our State up to now has not been so very much. We are in hopes that the time is not too far in the distant future that we will have some recognition up there. We feel that when delivery is completed to Sioux City, which the general program calls for its completion now, that the next development of the river will be on toward Fort Peck, and, of course, pass through our State. The Missouri River, as you know, does cut the State of South Dakota into two parts just about down through the middle of the State.

#### INTEREST IN RIVER DEVELOPMENT IN SOUTH DAKOTA

We are much interested in river development, because we feel that in South Dakota we have many ores. We have great manganese deposits, at Chamberlain, that may or may not be useful to the Government of the United States. It depends, I understand, a great deal on power. We do have along the river many, many things that could be transported up and down the river and, of course, many things could be brought up the river.

Speaking of navigation at Sioux City: We have at Yankton for 3 years now navigated the river with 2 barges and 1 tugboat to the extent of 20 miles down the river and 40 miles up the river, and yesterday morning a tugboat and 2 barges left Pierre, S. Dak., having been purchased at Mandan, and they will have their headquarters at Yankton, and they are loading now at Pierre, today, a load of logs.



We have a box factory in our city, among other things, that uses the river altogether in the transportation of their raw materials. As I say, we are not affected so much, excepting that we are vitally interested in South Dakota in the completion of the work on the river as an outlet. We feel that to increase this appropriation as recommended by the House, to some reasonable extent, would not be an expenditure of funds, but would be a means or manner of an investment; that is, that a great many millions of dollars have been spent on that river and to neglect it or curtail the activities of the engineers in the completion of it might work a considerable hardship and be a detriment rather than a benefit.

I do not, gentlemen, have so much to say, except that I want, on behalf of our State to register our thought that we would be much interested in the completion of this river up to Sioux City and after it is completed up there we hope at some time we may be down here for something on our own account.

Thank you.

Senator HAYDEN. Is that all that you wanted to present, Senator Gurney?

Senator GURNEY. Yes.

Senator HAYDEN. Well, under the circumstances, I think that the committee will stand in recess subject to the call of the chair. When Senator Thomas returns he will call the committee together.

(Thereupon, at 12:30 p. m., the committee adjourned to meet at the call of the chair.)







# WAR DEPARTMENT CIVIL FUNCTIONS APPROPRIATION BILL, 1942

FRIDAY, APRIL 18, 1941

UNITED STATES SENATE,  
SUBCOMMITTEE OF THE COMMITTEE ON APPROPRIATIONS,  
*Washington, D. C.*

The subcommittee met, pursuant to call, in the committee room, the Capitol, at 10:30 a. m., Hon. Elmer Thomas, of Oklahoma, presiding.

Present: Senators Thomas of Oklahoma (chairman), Hayden, Overton, Truman, Adams, and Gurney.

Senator THOMAS. The committee will be in order.

## RIVERS AND HARBORS

### STATEMENT OF HON. THEODORE G. BILBO, A UNITED STATES SENATOR FROM THE STATE OF MISSISSIPPI

#### PEARL RIVER, MISS. AND LA.

Senator THOMAS. Senator Bilbo, I understand you have an item in this bill that you desire to discuss; is that right?

Senator BILBO. Mr. Chairman, I do not have an item in the bill. I am trying to get one in.

Senator THOMAS. Well, for the purpose of the record, it is the same thing.

Senator BILBO. Yes, sir. I want to appear before the committee in behalf of the Pearl River project, which is a deep-water course from Bogalusa, La., to the Gulf of Mexico, down the Pearl River.

The Government has already spent over \$1,000,000. I will ask Major Reber to put the correct amount in.

The people of Bogalusa have been asked by the Federal Government to make a contribution to this project, and they have voted \$318,000 in bonds, part of which has been spent, and they have the other on deposit ready to be spent.

#### NATURE OF PROJECT

Senator THOMAS. For the record, will you please state the nature of the project?

Senator BILBO. It is for the purpose of making Pearl River navigable from Bogalusa to the Gulf of Mexico.

Senator THOMAS. How far is that?



Senator BILBO. I do not know the exact distance. Major Reber, can you give us the exact distance?

Major REBER. The project provides for a channel suitable for 6-foot navigation from the mouth of the West Pearl River to Bogalusa, La., by dredging, snagging, and cut-offs of sharp ends; the total length of which we will insert. Right now I do not seem to find it.

Senator OVERTON. When that project has been completed, there will be navigation from Bogalusa right into the Gulf?

Major REBER. Yes, sir.

Senator BILBO. It is less than 100 miles. It is between 50 and 75 miles, I think.

#### WORK NEEDED TO BE DONE

Senator THOMAS. What does it consist of principally; dredging?

Major REBER. Dredging and building two locks and dams which are necessary.

#### FEDERAL EXPENDITURE, LOCAL COOPERATION, AND AMOUNT REQUIRED TO COMPLETE

Senator BILBO. Locks and dams. There has been over a million dollars spent. Bogalusa has put up \$318,000 and the Army engineers estimate that it will take \$1,860,000 to finish the project. We would like to have all of it appropriated at this time; but certainly we want half of it, or more than half of it, so that the work can proceed during the next year.

#### AMOUNT OF APPROPRIATION NEEDED FOR 1942

Senator THOMAS. What is the smallest amount that would be advisable to be appropriated, in the event the committee sees fit to make a recommendation?

Senator BILBO. Well, half of this required sum of \$1,860,000 would be suitable under present conditions. We do not want to shut the whole project down.

Senator THOMAS. Is work being conducted now?

Senator BILBO. Yes, sir; the work is being carried on.

Senator THOMAS. The bill carries no money for it for the coming fiscal year?

Senator BILBO. It carries nothing for it for the coming fiscal year.

Senator THOMAS. In the event the committee makes no recommendation and Congress makes no appropriation the work would stop at the end of this fiscal year?

Senator BILBO. The work would stop; it would shut the project down.

Senator THOMAS. What reason has been given for the stoppage?

Senator BILBO. I have been anxious to find out. I have not been able to find out. It is just the general sentiment for stopping everything except national defense.

Senator THOMAS. Is it not true, in view of the fact that the whole project has been started, that it is contemplated that funds are to be made available to continue it?

Senator BILBO. It is my understanding that it is to be completed.



Senator THOMAS. It is your understanding that there is no possibility of the project being abandoned?

Senator BILBO. I do not think that the ultimate purpose is to abandon the project; but just the stoppage of spending of money on it until the war is over.

Senator THOMAS. Proceed.

#### COMMERCE ON PEARL RIVER

Senator OVERTON. There will be transported through that channel lumber, will there not?

Senator BILBO. Yes, sir.

Senator OVERTON. And building materials, and that lumber is necessary for national defense?

Senator BILBO. Yes, sir. And, the pulp and paper mills are located there, and also lumber concerns.

Senator OVERTON. Pulp mills.

Senator BILBO. Oh, yes. That is the purpose of this project—to give an outlet and give water rates to that community.

Senator OVERTON. Cheaper rates of transportation.

Senator BILBO. Yes, sir; for the whole of southern Mississippi and southeastern Louisiana.

#### NO FUNDS ALLOCATED TO PROJECT FOR 1942 DUE TO LIMITED FUNDS FOR NEW WORK ON RIVER AND HARBOR PROJECTS

Senator HAYDEN. I remember distinctly, Mr. Chairman, that representation was made by the Army engineers at the former hearing to the effect that there was no intention at all of abandoning the project; but that the Bureau of the Budget limited the amount of money for all projects to \$30,000,000, and there simply was not money enough to go around, and on that basis they had to drop out some.

Senator OVERTON. It was actually limited to \$20,000,000; they started with \$30,000,000. I think that the Chief of Engineers made that recommendation, and he was requested to make his recommendation not to exceed \$30,000,000, and then the Bureau of the Budget made an estimate of only \$20,000,000.

Senator HAYDEN. The reason given for not submitting a recommendation to the Bureau of the Budget was that there was that \$30,000,000 limitation.

Senator OVERTON. That is correct.

Senator BILBO. I think under the circumstances that the project ought not to be closed down. It may be fair and equitable, under the situation, to appropriate only a part of this at this time; but at least we ought to have half of it so that they can carry on and they can probably spend half of it during the next fiscal year.

#### TELEGRAM FROM MAYOR OF BOGALUSA, LA.

I want to include in the record a telegram I received from the mayor of Bogalusa, which sets out the very generous contribution that the local people have made to this project, upon the request of the Federal Government.



(The telegram referred to is as follows:)

[Telegram]

BOGALUSA, LA., April 1, 1941.

HON. THEODORE G. BILBO,  
*United States Senate:*

Reference Pearl River project not included in House subcommittee, appropriations recommended. In original approval, this project, the Federal Government demanded certain requirements of city of Bogalusa as evidence of community willingness to cooperate. We have bonded ourselves to extent of \$318,000 for expenditure on this project, a sizeable sum for a small community. We have expended over \$125,000 for purchase of rights-of-way, totaling 3,300 acres. We are holding balance of bond issue moneys in bank for erection of terminals and other expenses incidental to local cooperation demanded. We have met every requirement imposed upon us by the Government and our entire citizenship shall feel a keen disappointment over abandonment this project. Regards.

I. A. MAGNITZKY,  
*Mayor, City of Bogalusa.*

### STATEMENT OF MAJ. ALBERT H. BURTON, CORPS OF ENGINEERS, UNITED STATES ARMY

#### REMAINING WORK TO BE DONE ON PEARL RIVER PROJECT

Senator THOMAS. What is the nature of the work that is being conducted there now?

Senator BILBO. They are working on the locks and dams now, is my understanding.

Senator BILBO. Is that correct?

Major BURTON. The locks and two sills is what remains to be done.

Senator OVERTON. But they have completed the dredging work?

Major BURTON. I think that that will be finished by the end of June.

#### LOCKS AND SILLS HAVE TO BE COMPLETED BEFORE UPPER END CAN BE USED

Senator OVERTON. The locks and sills have to be completed in order to utilize the work which has already been done?

Major BURTON. For the upper end of it, sir. Of course, in the lower end, they are hauling out sand and gravel at the present time, but the upper end, to get to Bogalusa, we have to have the locks and sills.

#### MOST OF TONNAGE ORIGINATES AT UPPER END OF RIVER

Senator OVERTON. Most of the tonnage originates at the upper end; the lumber and pulp mills and those other industries are located at the upper end?

Major BURTON. I presume that is true. I do not know how the tonnage will be divided.

Senator OVERTON. All that they are moving now is sand and gravel.

Major BURTON. That is correct, sir.

#### DEPTH OF CHANNEL

Senator THOMAS. How deep is the channel now?

Major BURTON. It provides for 6-foot navigation, sir. It is actually of 7-foot depth.



Senator THOMAS. When the present dredging work is done, you will have completed that and will be ready for the construction of the locks. Will you have then a 7-foot channel?

Major BURTON. Yes, sir.

Senator THOMAS. How much additional channel will the locks provide?

Major BURTON. None at all.

#### PURPOSE OF LOCKS

Senator THOMAS. The locks are just for the purpose of getting around obstructions in the river?

Major BURTON. The channel has been cut. The canal has been dug, but there are two places that we cannot get around.

Senator THOMAS. The locks are for the purpose of getting you around obstructions?

Major BURTON. Yes, sir.

Senator THOMAS. I wanted to get that in the record so that we would have it.

Senator Bilbo, do you have anything further?

Senator BILBO. No, sir.

Senator THOMAS. We would appreciate your staying.

Senator BILBO. I will not take up any more of your time.

We will be satisfied at this time with half of the amount necessary to complete the project.

#### RIVERS AND HARBORS

### STATEMENT OF LACHLAN MACLEAY, PRESIDENT, MISSISSIPPI VALLEY ASSOCIATION, ST. LOUIS, MO.

#### INLAND WATERWAYS

Senator THOMAS. Mr. Macleay, we will hear you. Please give your name for the record.

Mr. MACLEAY. Yes, sir. My name is Lachlan Macleay. I am president of the Mississippi Valley Association, St. Louis, Mo., which is a voluntary nonprofit organization with members in 23 States in the midcontinent area.

The Mississippi Valley Association has for its purpose the development of commerce, industry, and agriculture in the territory drained by the Mississippi River and its tributaries.

One of the major activities of the association, for a great many years, has been the supporting of the development of local inland water transportation on the Mississippi River and its tributaries.

The Government now has a very heavy investment in the inland waterways and will require only a comparatively modest sum to complete the job.

The river channels will not be fully effective and their full economies will not be available to the public until they are completed.



## PROJECT ON MISSOURI RIVER FROM ITS MOUTH TO KANSAS CITY, MO.

A case in point is the Missouri River. There has already been spent for new work on the present project between the mouth of the river and Kansas City \$75,523,834 and only \$4,475,000 is needed to complete that section of the Missouri River and make it available to transportation.

## PROJECT FROM KANSAS CITY, MO., TO SIOUX CITY, IOWA

Between Kansas City and Sioux City, Iowa, there has been spent on the present project \$79,767,350, and there is needed to complete it only \$12,232,000.

## COMBINED EXPENDITURE ON THE TWO MISSOURI RIVER PROJECTS AND AMOUNT REQUIRED TO COMPLETE

The total from Sioux City to the mouth of the river, of these two projects combined—there has already been spent by the Government \$155,291,184, which cannot make any appreciable return to the public until \$16,707,000 or a little over 10 percent additional is provided.

## EXPENDITURE ON FORT PECK DAM AND RESERVOIR AND POWER PROJECT

Now, the great Fort Peck Dam and Reservoir were authorized and started by the Government, by the Congress, for the purpose of storage of water to stabilize the channels of the Missouri and the Mississippi during low-water periods and there has been spent to date on Fort Peck \$115,030,135; needed to complete it \$920,000.

On the power project at Fort Peck there has been spent \$5,845,000; needed to complete it, \$1,845,000.

## PRODUCTS OF TERRITORY IN MISSISSIPPI WATERSHED

Now, the hope of the farmers in the Midwest to reach world markets with wheat and other grain crops lies in the completion of the Missouri and Mississippi River system.

I have some data here regarding the agricultural products for that section of the country. In the midcontinent area, which is served by this Mississippi River system, there was produced in 1939, which are the last figures available on gross farm income—64.5 percent of the total farm income of the United States.

The production—

Senator ADAMS. What area are you including in that 65-percent production?

Mr. MACLEAY. Well, it is practically the territory between the Appalachians and the Rockies, and the Canadian border and the Gulf. That is tributary to or drained by the Mississippi River.

Senator ADAMS. But that is not all drained by the Mississippi River.

Mr. MACLEAY. It is penetrated by the Ohio—

Senator ADAMS. You mean the whole Mississippi watershed?

Mr. MACLEAY. Yes, sir. That is what I am talking about. When we speak of the Mississippi water system, we mean the entire water-



shed from the Alleghany, the Monongahela, to the head of navigation on the Missouri and upper Mississippi.

Now, I am not going to go into all of this, but there was produced 86 percent of the corn of the United States; 85 percent of the oats; 85 percent of the cane sugar; 83 percent of the rice; 79 percent of the cotton; 78 percent of the barley; 77 percent of the wheat, and most of that wheat comes from those seven States that are drained by the Missouri River. That is the big wheat section of the United States.

There was produced there 69 percent of the hardwood lumber.

Now, over in manufactures and animal products, that same territory produced 99 percent of the sulfur of the United States, which can be moved for long distances, and is moving now north over somewhat incompleated channels; moving from the sulfur mines in Texas to the steel mills in Chicago; 69 percent of the bauxite of the United States is located there; produced there.

Senator TRUMAN. But most of the bauxite is coming in from Venezuela?

Mr. MACLEAY. Yes, sir; they are importing most of the bauxite and saving the American stores; but 86 percent of the bauxite produced in the United States is produced in that territory, and practically all of the deposits of bauxite in the United States are tributary to the Mississippi River system.

Senator THOMAS. Where is it located?

Mr. MACLEAY. In Arkansas, largely; some in Tennessee; a little of it tributary to the Tennessee River.

Bituminous coal—iron ore—95 percent of all the iron-ore reserves of the country are tributary to this Mississippi River system, through the Great Lakes, and partly through the Tombigbee-Warrior River system in Alabama; 95 percent of the bituminous coal of the United States is tributary to this Mississippi River system—much of it is located right on the rivers; 84 percent of the natural gas; 82 percent of the crude petroleum is tributary to this water system; 69 percent of the salt; 61 percent of the potash; 50 percent of the zinc; 28 percent of the copper, and so on.

Senator ADAMS. Are you not being a little bit liberal on the potash?

Mr. MACLEAY. Those are figures from Government records.

Senator ADAMS. Well, the potash in this country is produced down at Carlsbad, N. Mex., and Searles Lake, Calif. Carlsbad is in the Rio Grande Valley and that flows into the Gulf.

Mr. MACLEAY. Yes.

Senator ADAMS. I just thought that you were a little liberal.

Mr. MACLEAY. I think that you will find those figures have been very carefully gone over, and I think that you will find that they are correct, for that territory. Now, it is possible that they took in part of that territory tributary to that river. I will check that and find out.

Senator ADAMS. No; no. It just left the impression in my mind that perhaps some of the other figures you have quoted are as liberal.

Mr. MACLEAY. I would suppose those figures anywhere.

Senator ADAMS. It does not matter.

Mr. MACLEAY. They have been very carefully compiled. I will check them.

Senator ADAMS. No; do not bother about it, please. It is not important.



Mr. MACLEAY. They are put out by the Government.

Senator ADAMS. I should not have asked the question.

Mr. MACLEAY. I think that they are accurate.

Senator OVERTON. Your showing is good enough that you could readily yield 30 or 35 percent on your totals.

Mr. MACLEAY. Well, the sources from which these were taken are all Government records; all Government reports.

Senator ADAMS. I am sorry; I did not mean to get into any discussion about it, because it is immaterial.

#### TRANSPORTATION AND NATIONAL DEFENSE

Mr. MACLEAY. Transportation is of vital importance to our national-defense program. I think anybody who knows anything about Army service realizes what transportation means for the Army and what transportation means to the country in connection with national defense. Most of us who were in the Army in 1917 know something about the break-down of transportation in this country. We did not have our inland-waterways system at that time. It was not available. It has been improved since then. We did not have our splendid system of highways; but the Mississippi, Missouri, Illinois, Ohio, and other important tributaries and connections are performing an ever-increasingly important part in the movement of raw material and supplies. In case we become involved in war, they will be of incalculable value and should have first rank among projects having priority for early completion.

Major General Schley, speaking in St. Louis last October, named the Mississippi Valley as the citadel of defense of the United States and stated, without any equivocation whatever, emphatically, that the Mississippi River system is the backbone of the transportation system of this country in case of war.

#### UPPER MISSISSIPPI RIVER CHANNEL

Now, the upper Mississippi River Channel has cost—I do not have the exact figures, but I have a figure here of over \$126,000,000, which I believe is right, approximately correct, and needs only \$21,000,000 more.

Senator ADAMS. Has not Congress been assured in connection with these appropriations—and I have been given a figure of over \$300,000,000 which have been expended for what you might call the Mississippi Valley projects—that if those expenditures were made that navigation would be able to proceed?

Mr. MACLEAY. Yes, sir; and if these final figures that are needed to complete are made, navigation will proceed, but cannot until the projects are completed.

Senator ADAMS. But, has not the same assurance been given every time appropriations have been asked for?

Mr. MACLEAY. No, sir; they have always been on this total amount, the total amount necessary to complete.

Congress has appropriated a little every year, and, of course, the story has always been, if you give enough to complete these channels then they will be fully serviceable, but until they are fully completed navigation on a river is only as good as its shallowest point.

Senator ADAMS. Of course, that was not my point. My question was whether or not the representation has been made that the appro-



priation made would complete it; that is, these large appropriations totaling \$300,000,000.

Mr. MACLEAY. No, sir; no one has ever made any representations on behalf of the Mississippi Valley Association that any appropriation any year would complete it. It is a figure given by the Army engineers as necessary to complete, which we always quoted. Those are the figures I am quoting now, the figures in the report of the Army engineers here, which are available to you.

COST OF COMPLETION OF TWO MISSOURI RIVER PROJECTS FROM ITS MOUTH  
TO SIOUX CITY, IOWA

Senator THOMAS. Mr. Macleay, let us see if we can clarify the issue. The Budget approved \$1,500,000 to be expended on the Missouri River from its mouth to Kansas City, Mo.

Mr. MACLEAY. Yes, sir.

Senator THOMAS. And approved \$1,700,000 for expenditure on the Missouri River from Kansas City, Mo. to Sioux City, Iowa.

Mr. MACLEAY. Yes, sir.

Senator THOMAS. Now the chart on page 32 of the House hearing shows that it would take \$4,475,000 to complete the first item and that it would take \$12,232,000 to complete the second item.

Mr. MACLEAY. Yes, sir. Those are the figures I just quoted.

AMOUNT OF INCREASED APPROPRIATION REQUESTED

Senator THOMAS. I understand that you are urging before the committee the necessity of increasing the amount for the fiscal year 1942.

Mr. MACLEAY. Increasing the amount in this bill: yes, sir; the amount approved by the Budget.

Senator THOMAS. How much are you recommending be appropriated this year to complete the first item; the full amount?

Mr. MACLEAY. No. I do not think that the Army engineers would say that they could effectively expend the full amount in 1 year. We believe that in round figures, on the project from the mouth of the Missouri River to Kansas City, Mo., the sum should be at least double; \$3,000,000 in place of the \$1,500,000.

There is \$1,500,000 in the bill now for work between the mouth of the Missouri River and Kansas City, Mo. We think that they should spend \$3,000,000 there. There is \$1,700,000 in the bill now for work between Kansas City, Mo., and Sioux City, Iowa. We believe they could spend nearly \$4,000,000.

Senator THOMAS. Have you anything further to say in support of your contention?

Mr. MACLEAY. Yes; just a few words.

UPPER MISSISSIPPI RIVER

I was speaking about the upper Mississippi River, and on this river there are many industrial plants that are important to national defense, including the great Government arsenal at Rock Island, which now employs 8,000 people, which is right on the river, and the ordnance



storage depot at Savannah, Ill., the largest storage depot we have in the United States, which is right on the river; the great explosive plants which the Government is now building at Charleston, Ind., Welling Springs, Mo., and Kankakee and Elwood, Ill., are adjacent to the Ohio and Missouri and Illinois Rivers.

#### TERRITORY SERVED BY INLAND-WATERWAY SYSTEM

Now, the great steel mills at Pittsburgh, Weirton, Wheeling, and Chicago, are all adjacent to this inland-waterway system; the great industrial centers of Pittsburgh, St. Louis, Cincinnati, Louisville, Evansville, Memphis, and many other very important industrial centers are served by these rivers.

#### APPROPRIATION AS PASSED BY THE HOUSE INSUFFICIENT

In our opinion \$20,000,000 allotted by the Bureau of the Budget for new work on all of the rivers-and-harbors projects in the United States and its possessions is inadequate and should be doubled by the Congress. This action would be fully justified by the economic wisdom in making certain of the projects complete and available; by making complete and available the great investments which we have already made, and by the possible emergency which may very likely tax our present transportation facilities beyond their existing capacities.

#### TONNAGE ON INLAND WATERWAYS

I want to say just one word about the tonnage that is being handled on the inland waterways. Now, a few years ago they were incomplete wild rivers. Last year, with all the duplications removed, they carried 600,000,000 tons of freight at an average saving to the shippers of about a dollar a ton.

Now, those figures can be absolutely verified. They are very moderate and modest.

The tonnage has been increasing right along on those waterways and, within 200 miles of Chicago last year, 23,000,000 bushels of grain moved into Chicago by water, saving the farmers 2 to 3 cents a bushel; 6,000,000 bushels of corn moved from points on the Mississippi River, although that channel needs \$21,000,000 to finish it; 6,000,000 bushels of corn moved out of there into New Orleans and was transshipped to the Pacific coast, where it recaptured markets on the Pacific coast which had been filled by Argentine corn during the last 5 or 6 years. This is the first time that Iowa corn has even been able to get in.

I will be glad to answer any questions any of you gentlemen care to ask, and I will be glad to furnish any information to support the statement that I have made here in behalf of an increased appropriation for the rivers and harbors of this country.

Gentlemen, it is unthinkable that with an investment as great as the Government has in these projects now, and with the national-defense problem before us, that we should not fix these waterways so that they will be made available to their fullest use, when it will only take a very little amount of money to do so; an insignificant sum in comparison with the sums we are spending on other projects which are all available.



Senator THOMAS. We thank you for your statement.

Mr. MACLEAY. Thank you.

## RIVERS AND HARBORS

### STATEMENT OF HON. JOHN W. McCORMACK, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF MASSACHUSETTS

#### BOSTON HARBOR SEAPLANE CHANNEL

Senator THOMAS. Congressman McCormack, you have an item in connection with this bill in which you are interested.

Representative McCORMACK. Mr. Chairman and members of the committee, we in Massachusetts are very much interested in the development of the seaplane base at Boston. That project is already authorized by a bill that I introduced in the House and which Senator Walsh introduced in the Senate. The whole Massachusetts delegation, without regard to party, are very deeply interested. We have at Boston now a very fine airport, in which the State and the city have invested about \$8,000 000 in the development of the land and hangars and administration buildings, and so forth, and that is all involved in this.

I will not go into detail, because I assume that the War Department's representatives are the ones from whom you gentlemen would naturally get such details; but this is a very important part of the national defense.

#### ITEM NOT INCLUDED IN BUDGET ESTIMATES

Senator ADAMS. Mr. McCormack, I notice here that the matter was presented to the Budget and was excluded by the Budget in their recommendation. Do you have any explanation for that?

Representative McCORMACK. I know I did my best to try to have it included. I have no explanation, Senator. Of course, I do not want to say anything which would be construed as criticism, because that is not my state of mind; but I know I did everything I could to try to have it included; but it was not.

I hope that this matter will be considered favorably. The situation has changed since the pending bill passed the House.

Senator ADAMS. I was interested for two reasons: One is that those of us over here in the Senate, and especially those of us on the Appropriations Committee, are continually confronted by House conferees with the statement that they cannot recede from their position and accede to the Senate's, because the particular item involved was not in the Budget. They say that the House just will not permit an item to go in which is not in the Budget. We have tried to put some items in in the Senate thinking under our constitutional authority we have the right to amend an appropriation bill. However, we have been confronted with the very adamant mental attitude when we tried that because the particular items were not in the Budget and that seems to be the law and the gospel which they seek to apply to us.

Now I was thinking that if the leadership of the House is willing to take a more reasonable attitude it seemed to me that it would be a very fine thing.



Mr. McCORMACK. I prefer not to enter into a broad discussion and if the Senator will permit me, I would rather, on this occasion, confine myself to this particular item.

Senator ADAMS. I just wanted to advise you of the principles involved.

Representative McCORMACK. I think that we get along pretty well. We have our little differences, but when you look at the whole picture, I think that we get along very well.

#### AMOUNT OF APPROPRIATION REQUESTED

Senator HAYDEN. How much money do you want to add to this?

Representative McCORMACK. \$1,500,000.

Senator HAYDEN. Is that to complete the work, finish the job completely?

Representative McCORMACK. No.

Senator HAYDEN. Or does it include only a part of the work?

#### ESTIMATED COST OF PROJECT

Representative McCORMACK. I understand that will not do the job. I think that it is estimated that it will take around \$2,300,000, and the Commonwealth is also to make certain contributions, and the importance of this is that the legislature is in session. We have biennial sessions up there, and unless something is done this year, it means, from the angle of the Massachusetts Legislature, unless a special session is called next year—and that would be purely speculative with all the probabilities against it, unless some emergency arose—then it would have to be deferred for 2 years.

#### NECESSITY FOR PROPOSED SEAPLANE CHANNEL

Senator ADAMS. Just where is it located? Why is there a necessity for the channel, the seaplane channel?

Representative McCORMACK. Well, of course, that is very essential in connection with, I suppose, the landing, and the safety, and all of the other elements involved which come up in connection with an airport.

Senator ADAMS. Of course, I am wondering why it is that a base is located in such a place that a channel would have to be provided. Why was it not located on a channel?

Representative McCORMACK. This is a commercial airport that is there now, and a magnificent one.

Senator HAYDEN. It is a combined land and water port?

Representative McCORMACK. Yes.

Senator HAYDEN. You can get off of an overseas plane and get on a land plane at the same place.

Representative McCORMACK. Exactly.

Senator HAYDEN. Which seems to me to be a decided advantage.

Representative McCORMACK. Yes. I am glad that you brought that up, and I appreciate those remarks. There is no opposition to the project. It has been thoroughly gone into. It is going to extend the present land by the excavations that will be added to the present airport, making it larger and enabling the air base to be completely utilized from all angles without danger, and will permit planes to



come in and land in the water as well as on land, and it makes a very effective element of our national defense, particularly in connection with the air base, which is, of course, a primary one with relation to the air base under construction up at Chicopee now.

It is located right in Boston—what is called the East Boston section of Boston—only a few minutes, 10 minutes at the most—from the center of Boston. We have a tunnel connecting the main part of Boston with East Boston. You can leave there in an automobile and ride into the center of Boston in 10 minutes.

Senator HAYDEN. I think it is very fortunate that you have been able to find an area of land so close to a great city where room could be found for an airport. In the case of New York they had to go over to LaGuardia Field or away over in Long Island. Obviously, it is an advantage to have a land- and water-landing place combined so that in the air service, where time is so important, the service is not interrupted.

Representative McCORMACK. It is just coincidental with the Boston Airport development. It will be a very fine thing in case of emergency; it is an ideal location right near the heart of Boston. It is in the city itself. It is ideally located. It is a land and water port, and you have got \$8,000,000 invested there now. The Commonwealth and city are willing to take all steps necessary to comply with all conditions imposed.

Senator Walsh is intensely interested. I am interested; all of the delegation is interested.

I am hopeful, so far as you gentlemen are concerned, that the situation has changed somewhat between here and when the bill was before the subcommittee of the House.

In other words, that, briefly, Mr. Chairman and gentlemen is the case. I hope that it will be included.

This is the first time in 13 years that I have imposed myself upon a Senate committee, and I know what you gentlemen are going through, and if I did not think it was reasonable and proper, I would not be here. So far as the difficulties of you gentlemen are concerned, if conditions had not changed from what they were when the bill was in the House, when it was before the House subcommittee, I would hesitate in coming before you; but if you gentlemen see your way clear to do it, I feel very confident that it will not create any serious disturbance in relation to the Budget, and so forth. I cannot speak for the Budget Bureau, of course.

#### PURPOSE FOR WHICH FUNDS ARE TO BE USED

Senator THOMAS. If you are prepared to do so, will you insert in the record just exactly what this money is to be used for, so that the record will show it clearly?

Representative McCORMACK. This money is to be used to dredge an area of land in the vicinity of what is called the President's Road, in Boston Harbor, to a depth of 12 feet, I think. Whatever I say is in a general way. I do not have the details with me. I have them in my office. I think that Major Reber represents the War Department; do you not?

Major REBER. Yes, sir.

Representative McCORMACK. I would rather rely on what he tells you about it.



Senator THOMAS. I am not interested in details, but I want to get into the record, if I can, the nature of the improvement.

Representative McCORMACK. The nature of the improvement is for the Federal Government to ultimately spend \$2,300,000 in the improvement of the commercial airport of Boston and by reason of that and other expenditures made by the State government, probably by the city, but principally by the State, to develop that into a seaplane base, a base that can be utilized in connection with national defense as a seaplane base, by dredging an area in and around President's Road to a depth of 12 feet; using the reclaimed soil dredged out to increase the present area of the base of the airport.

The Commonwealth has got to see to it that that land is provided free and clear and there is no obligation on the Federal Government. There are certain conditions of which the Commonwealth has to assure the Federal Government. The Federal Government will not be liable to any suits or any damages, and the Commonwealth has to accept the other obligations which will probably involve an expenditure of I should say, offhand—and I say this with reservations—at least \$400,000. The Commonwealth has to spend that, and legislation has to be enacted in connection with it. In connection with an appropriation, of course, I can see where the Legislature or the Governor would not want to have an appropriation of \$400,000 in their appropriation bill, passed by the legislature, if the Federal Government is not going to do anything. So it is just one of those intricate, delicate, situations where the action of the State, while what they must do is a condition precedent, from a practical angle becomes a condition subsequent. The Commonwealth is willing to cooperate. Governor Saltenstall has stated his position clearly and completely, which is for complete cooperation.

There are no difficulties from the State angle. As a matter of fact, they are proceeding in a manner which is very refreshing and very pleasing to the people of the Commonwealth without regard to party.

The Governor, has, in this matter, evidenced a very refreshing degree of leadership.

Senator THOMAS. I think, unless there are some further questions, then, that we have a satisfactory record.

Representative McCORMACK. Thank you, Senator. Thank you, gentlemen.

Senator THOMAS. Thank you, Mr. McCormack.

Senator THOMAS. Mr. Newton.

Mr. NEWTON. I waived my time in favor of Mr. Macleay. He has made our statement.

Senator THOMAS. He has made your statement?

Mr. NEWTON. Yes.

## RIVERS AND HARBORS

### STATEMENT OF ARTHUR J. WEAVER, REPRESENTING THE MISSISSIPPI VALLEY ASSOCIATION

Senator THOMAS. Governor Weaver, you have some suggestions to make to us?

Mr. WEAVER. Yes, sir.

Senator THOMAS. Will you give your full name for the record?



Mr. WEAVER. Arthur J. Weaver, former Governor of Nebraska. My name happens to be at the head of the constitution of the State, Senator Adams. We wrote a new constitution 20 years ago, approved by the people in its entirety, and it is helping us to get through this difficult period, because we cannot go in debt over \$100,000 except in case of insurrection or evasion.

Senator ADAMS. You cannot, in some way, transport that over to the Federal Government?

Mr. WEAVER. I have often wished it was there.

I have been president of the Mississippi Valley Association, of which Mr. Macleay is now president. I have been also chairman of that board. I am now chairman of the conservation committee; conservation of lands and water in that valley.

I have been the only president of the Missouri River Navigation Association, organized by 10 Missouri Valley States in 1925.

#### PROJECT FROM KANSAS CITY, MO., TO SIOUX CITY, IOWA

This project to Sioux City was recognized in 1927, from Kansas City. It has priority over all the river projects today, and we want to see it completed. Just as Mr. Macleay has said, we cannot bring it into use until it is completed. It will not require the large amount of money that has been given here until it can be used. It can be certified before it is finally completed, and I think if this appropriation is made——

Senator ADAMS. May I ask what you mean by "certified"?

Mr. WEAVER. I mean as soon as the channel is practically completed, yet not wholly completed, it can be certified and navigation can go forward.

For instance, the river is done to Omaha now. So far as being certified, there might be some places that will be gradually improved, but they can get through with their cargoes, with their tows.

I saw just recently where the President allowed more than \$300,000—I do not know from what fund—to aid in the construction of a dock at Omaha. I think, perhaps, it was a W. P. A. project.

And the channel is so that they can transport commerce now. The Socony-Vacuum Oil Co. has been hauling a large tonnage of gasoline to Omaha for the last 3 years, although the channel was not wholly completed. Beginning last year—1940—they have hauled large quantities of gasoline up to Sioux City, Iowa, although the channel has not been completed.

Senator ADAMS. Do Government barges go to Omaha?

Mr. WEAVER. Government barges have not been authorized on that river yet, but I think they are about ready for that authorization now.

The channel has not been certified before, although private operations have been operating in a large way for the last 2 or 3 years; that is, the oil people; but I think that the channel is sufficiently completed now so that it will be certified to Omaha and probably a year later to Sioux City.

Senator THOMAS. Who can make that certification?

Mr. WEAVER. Why, the War Department; Army engineers certify that the channel is navigable.

There is no use to repeat the figures that Mr. Macleay has given, because they are correct; but we have got now under this Budget, and



if they allowed up just the Budget amount in the House, it would take 7 years yet to finish this river to Sioux City, and it seems as though that is unthinkable in view of the fact we have priority as measured by time of approval by Congress, 1927, over any of the river projects in the entire Mississippi River Valley or in the country—1927.

I wrote the provision in 1927 making the Missouri River from Kansas City to Sioux City, Iowa, a project, in conjunction with the secretary of the Farm Bureau of Nebraska and the president of the Omaha Chamber of Commerce. That was 14 years ago, and Senator Jim Reed, of Missouri, and Senator Curtis, of Kansas, led the fight in the United States Senate, and every Senator in the Missouri Valley backed that project.

#### LONG HAULS AND HIGH FREIGHT RATES IN MISSOURI VALLEY

We have the longest haul and the highest freight rates of any agricultural section in the world in the Missouri River Valley. I checked 6 years ago what it would cost to ship a bushel of corn from Omaha or the interior of Nebraska to the Pacific coast, and it cost 34 cents by rail to get a bushel of corn to Los Angeles and San Francisco and 33 cents up to Portland and Seattle; 300 miles east of Omaha, right across the State over at Burlington, Iowa, and Peoria, Ill., and Havana where they have just gotten the Lakes-to-the-Gulf waterway going, it cost just half that—16½ cents to 18¾ cents a bushel.

Now, high freight rates have been our handicap out in that country.

#### LACK OF INDUSTRIES

We have only a few industries out in that country. Nebraska, in 1930, lost a Congressman, like many of the States in the northern half of the Mississippi Valley. Under the census of 10 years ago we lost 17 Congressmen from that upper Mississippi Valley region. That was a great loss from that valley, and the waterway States along the sea-coast and the Lakes gained 25.

I can conservatively state that we have lost in the Mississippi Valley since the Panama Canal was built 12,000 industries. Secretary of War Hurley, a few years ago, made the statement that we had lost 15,000 industries, and he seemed to have authority for that statement.

We just cannot compete. Before the building of the Panama Canal we had the Pacific coast trade; there were factories all through the Middle West which shipped to the Pacific coast. We had the trade from Canada to the Gulf and east to the Mississippi River, and now we are just a marooned empire. Our people have helped build every river and harbor in the United States. We have paid our part. There has been \$300,000,000 spent on harbors and harbor maintenance on the Atlantic, and there has been \$100,000,000 spent on Gulf harbors, and that much more on the Pacific coast harbors, and we have paid our part of all of it, and all that we want is just to have transportation equality with other sections.

We think that such development is going to help our railroads considerably. We find a parallel case in the case of the Monongahela River. The Pennsylvania Railroad fought that improvement.

The Pennsylvania Railroad has increased its business four times since the Monongahela River Waterway was built. The railroad rate



into Pittsburgh on coal was one dollar and twenty some cents, and the water rate was 19 cents.

Now, you would say that that would wipe out those railroads paralleling that river; but instead of that, you find industries all along there. Not only that, when they got cheap coal into Pittsburgh from the Monongahela River country and after the Government built the Soo locks in the St. Marys River connecting Lake Superior and Lake Huron and the iron ore at one tenth the rail rate met the cheap coal at Pittsburgh, in the 25-year period from 1900 to 1925, the waterway tonnage in the Pittsburgh district increased 32,000,000 tons and the railroad tonnage increased 115,000,000 tons.

We must have some industries out in the middle and upper Missouri Valley, Senator, and it is only right that we should have.

TIME REQUIRED UNDER BUDGET FIGURE TO COMPLETE KANSAS CITY, MO., TO  
SIOUX CITY, IOWA, PROJECT

We have priority over all of these river projects, and this Budget ought to be increased enough so as to complete the Missouri River to Sioux City by 1942.

It will take 7 years to finish that river at the present Budget figure, reduced since 1939 without reason  $66\frac{2}{3}$  percent.

I have checked these figures with the engineers' reports and their recommendations, and it would take 7 years to finish this river to Sioux City at this rate.

DECREASED APPROPRIATIONS FOR RIVER AND HARBOR WORK

A mistake was made, and I think we ought to speak freely on those subjects, in 1938, the fiscal year 1939, when the President asked that the budget on rivers and harbors be limited to what it is in this budget, \$30,000,000. That was a reduction of  $66\frac{2}{3}$  percent. Not any other department of the Government was reduced that much— $66\frac{2}{3}$  percent.

We got \$90,000,000 the year before. Our Congress had for many years been appropriating \$60,000,000 to complete the great inland waterways system; Congress had approved and authorized that. They added \$30,000,000 for relief in 1932. That was in the last year of Hoover's administration. So that made \$90,000,000. Coolidge's administration gave us this river to Sioux City, and he said that such expenditures were not expenses but capital investments. It is a great capital investment and that is the way the people view it out there. You know a lot of people think that the Missouri River is a wild and unconquerable stream. I was confronted with that when I first came into this fight. I presided at a great meeting at Kansas City, when Kansas City had taken a survey and found out that it was losing industries, that it was not keeping pace with the growth of other sections in an industrial way, and Kansas City called a big convention in October 1925. Six or seven hundred delegates from the Missouri River States attended. Mr. Hoover, Secretary of Commerce, made an address in Convention Hall to 7,000 people. He gave us the reason of our isolation and the reason for our condition. The result was that we got into this fight for regional transportation equality and we have been in it ever since. We think it is just that after 14 years the Missouri River should be speedily completed.



Kansas City was losing industries. It found out that home concerns like H. D. Lee Mercantile Co. and the Peet Soap Co.—Senator Truman knows those people—and other concerns had been compelled to put branch houses down on the Atlantic seacoast to compete with the Atlantic seacoast manufacturers for Pacific coast business after the Panama Canal had gotten into operation.

That is the way this fight started.

When I first got into that fight I had a lot of friends say to me that we could not do anything with the river, that it was an outlaw stream. There are a lot of people who have that impression, Senator. That it was in this State today and in a neighboring State tomorrow. That it took this man's farm this week and maybe next week the next man's farm; or it might not be until next year or the year after; but in any event they said that it had a mortgage on every acre of land from bluff to bluff, and the engineers will tell you that the river at some time or other has run over every foot of land in that valley.

Well, I was leading the fight as president of the new Missouri River Navigation Association, and I had to find an answer to that. When I had thought it through. The answer was so simple that I wondered why it had not been thought of before, and this was the answer: If the Missouri is an outlaw, incorrigible, if we cannot do anything with it, why is it that the railroad companies in the 70 years have never lost any of their two or three million dollar bridges; never lost a one, Senator; and they were only protected locally. Wherever you had a Missouri River bridge you had a fixed channel.

Now, the Government, by the use of mattresses, and riprapping, and permeable pile dikes, just as was brought out day before yesterday, when Senator Adams asked the question as to how control was effected, has demonstrated and proved a very simple process brought about by experimentation of the old Missouri River Commission, which did not attempt to make the Missouri River navigable. It was trying to find a way, and they found it through permeable dikes, which slows the river up and builds the banks up, narrows the channel, and the curves are protected by revetments, where rock is used. The plan has been a success, and there is no doubt about the practicability of the construction.

I will be glad to answer any questions any of you gentlemen have; but I think that this Budget ought to be increased. I am in favor of economy in Government, but existing projects adopted by Congress should be finished in a reasonable time.

#### DEVELOPMENT OF MANGANESE DEPOSITS

There is another thing where there are a lot of possibilities out in that country. Last year, because I had been in this fight, some of my neighbors up in northern Nebraska, and South Dakota, and the Northwest asked me to come up and sit in with them on manganese. I did not know anything about manganese. Former Senator Hitchcock was a member of that group. He was one of that committee. It was just a civic committee trying to do something for that district which is so sorely distressed, as we all know.

I wrote a brief shortly afterward on manganese.



The defense organization has given the Bureau of Mines \$250,000 for further exploration and experimentation of Chamberlain (S. Dak.) manganese deposits.

They have the largest deposits on this continent of manganese up there. It is a question of finding the best process for ferromanganese. You cannot make steel without manganese.

The Geological Survey, I found out, on investigation, in 1930 had sunk a lot of shafts and gone into it very thoroughly, and filed a report. I do not think that the report was ever published. It was a mimeographed report. I got one of them, and it showed that in nine townships up there there is 102,000,000 tons of metallic manganese—enough to last this Government, and supply our needs for 100 years. Senator.

#### MISSOURI VALLEY STATES

There are a lot of possibilities in that country called the Missouri Valley States. There is produced about 43 percent of all the food and feed grains in the United States in the Missouri Valley States.

We produce the surpluses up in that country, a surplus of 400,000,000 bushels of grain. We have a deficit of 200,000,000 bushels, south of the Ohio and in the South. Of course, we all know about the surplus problem of agriculture, but in 1933 I checked back over 5-year periods and in a brief I wrote on Fort Peck, in 1933, it was found that the States of South Dakota, Iowa, Nebraska, Missouri, and Kansas produced annually, for a long period of time, as measured by 5-year periods—that was before this recent drought period—produced 1,800,000,000 bushels of grain annually.

We have great resources up there. We need some industries. We want to trade with you people down South, Senator, and we want to trade with all the States served by the whole system. We want to take our grain and meat products up the Ohio River and distribute it at Pittsburgh and from other points. Our people of the Middle West are for this waterway system, because we think it is sound, and we think that it will help the railroads and all business just as I pointed out a while ago.

Senator THOMAS. Your theory is that water transportation, which enables factories to get cheap coal, for example—

Mr. WEAVER (interposing). Cheap raw material and fuel.

Senator THOMAS (continuing). Will develop industries?

Mr. WEAVER. Exactly.

Senator THOMAS. And that the railroads will get the benefit of hauling the products of industry.

Mr. WEAVER. Absolutely. We have only 18 people to the square mile in Nebraska; the entire Missouri Valley only has 26 people to the square mile, which includes cities like St. Louis, Omaha, and Kansas City, and the railroads cannot prosper on that kind of a clientele. We are declining in population, losing representation in Congress and will continue that road to ruin as long as we pay the freight both ways.

There are great possibilities out in that country. That is the breadbasket, and if food is not necessary in connection with national defense, I do not know what is. You have some of the same conditions out in your State, Senator (addressing Senator Adams). I do not



need to tell you what they are. You have your sugar beets and your irrigation products generally as well as mineral wealth. There is a mutual interest to build up the Middle West, not alone for our section but the Nation.

I had a survey made when I was Governor of Nebraska; I had \$25,000 appropriated, and had a survey made by the engineers at the university, together with the young engineers who worked on that for 2 years, and the result was that \$50,000,000 went into Nebraska. We are only one State. We had a printed report of our water resources. I do not say that it was all spent advisedly; but anyway, the point is that we wanted to know what we had in the way of water resources and we wanted to keep that water at home for all useful and beneficial purposes. That report showed that at Duncan, Nebr., which is the first station west of Columbus, Nebr., outside of the irrigated section, that 2,070,000 acre-feet of water went out of Nebraska, went out to cause trouble clear down to New Orleans.

We must take note of the fact that 400,000,000 tons of soil material goes down into the Gulf every year. Some day that will be needed to feed our people in the United States. And the conservation program of this administration is one of the greatest things it has accomplished. Colorado and all the Middle Western States ought to keep all their water at home, and not only that, but should use it for irrigation, for flood control, for navigation and power when practical. We ought to put every foot under irrigation that we can and, every time we do that, take out several times the amount of submarginal lands where people are living on relief and contribute to further the State and National problems.

I am very earnest in this matter. This is probably the last time that I will come before you and I urge you now to complete the Missouri River to Sioux City without further delay.

Do you gentlemen not think that it is about time for a project to be finished after 15 years? The Government has millions in it. It ought to bring that vast sum into use not only for the benefit of a great region but for the Nation. There is no return on the investment until the project is completed. There will be a splendid return on it when it is done and the whole country and all industries out there, including the railroads, will get the benefit of it.

Senator THOMAS. We thank you, Governor, for your statement. I think that the record is rather clear now as to the facts upon which you are basing your request.

Mr. WEAVER. I will supplement this with any corrections to be made. I would like to take a minute. I do not like to take your time, but I want you to see this. Here is a brief that I prepared on Fort Peck, and I want you men to realize the importance of that country out there. You can see it from here [exhibiting maps].

I mentioned the amount of grain we produce and all of that. Now, here is the wild-hay region of the United States [indicating], right here in the Missouri Valley; here is the alfalfa, right in the Missouri Valley; this is the alfalfa, and Colorado is a part of it; it is in this watershed.

Here is the corn area of the United States; that is, right in the Missouri River Valley; here is the wheat area; this is the Missouri Valley; and here is the oats. Those large black spots are in the Missouri Valley. Of course, they raise supplies elsewhere, but this



is the Missouri Valley. Here is the hay. Hay is raised wherever there is moisture and here in the Missouri Valley there is enough moisture, if conserved and used intelligently, to build an empire of agriculture and industry. There you see the Missouri Valley. Here is the swine production in the United States. There it is; in the Missouri Valley. That area is the blackest on the map. Here are the beef cattle of the United States, in the Missouri River Valley.

Now, here is something else that I want to show you about that river. I had this graph made when we were submitting the proposition of Fort Peck. I gave all of the copies away I had at that time. I asked the engineers yesterday to get this up for me. But there is the Missouri River [indicating on chart]. Here this map shows the water from Port Benton, Mont., clear down here to St. Louis, Mo. [indicating]. Now, from July 1, 1929, to June 30, 1930, there was 43,800,000 acre-feet of water which came down that river. That water ought to be kept at home; your part of it ought to be kept in your State, Senator, and put on your land.

Senator ADAMS. Our trouble is that the folks in Nebraska make us let some of it go down and we cannot keep it.

Mr. WEAVER. Are we going to settle that amicably?

Senator ADAMS. Surely; let us keep the water.

Mr. WEAVER. And here is the silt that comes down [indicating on chart]. And they tell me that you cannot control these rivers. The Army engineers tell me that there is no more silt going out at St. Louis now than comes past Kansas City, because of the stabilization of the 400 miles of river between Kansas City and St. Louis. The banks of the Missouri River are now stabilized to Omaha and practically all the way to Sioux City. Let's finish the job.

We need this development so that the people can prosper in that country. Such development is one of the great new frontiers. Get the people on this land and save this soil.

Senator THOMAS. All right, Governor; we thank you.

Mr. WEAVER. Thank you.

# **STATEMENT OF CHARLES F. WAHL, PRESIDENT AND LEGISLATIVE REPRESENTATIVE, CANAL ZONE CENTRAL LABOR UNION, PANAMA, C. Z.**

## **PROVISION ON EMPLOYMENT OF SKILLED, TECHNICAL, CLERICAL, ADMINISTRATIVE, EXECUTIVE, OR SUPERVISORY PERSONNEL IN THE CANAL ZONE**

Senator THOMAS. You may proceed, Mr. Wahl, with your presentation to the committee.

Mr. WAHL. Senator Thomas, before I go into what I really want to present this morning, I have got to tell a little story as to what happened previously to the proposition.

Last year this body recommended, and it was approved by Congress, that what we call the McCarran amendment be enacted into law. This amendment provided that all skilled positions on the Panama Canal should be filled by American citizens, and because of the treaty with the Republic of Panama they also referred to citizens of the Republic of Panama that all skilled positions must be held by either Americans or citizens of the Republic of Panama.



In that amendment is the provision for the 40-hour week, which has become almost universal, and a provision for the 25-percent differential which is paid to American citizens in Panama.

The last provision in this amendment was that the President could suspend the measure during the time of an emergency.

The measure, as I say, was approved by Congress and signed by the President and became law, effective May 1, 1941—this year.

Due to the recommendations of the War Department, the Bureau of the Budget recommended that this amendment be stricken from the law, so that this year we had to proceed with the regular hearings again in the House of Representatives, just as had taken place when the original amendment was adopted. This was done, and the Committee on Naval Affairs Appropriations—Mr. Scrugham, chairman—and the Committee on War Department Appropriations—Mr. Snyder, chairman—both were of the opinion that this amendment should stand as it was written last year.

#### PRESIDENTIAL PROCLAMATION SUSPENDING PROVISION

Four days after the civil-functions-appropriation measure was reported to the House, the President issued a proclamation that the provisions of that amendment would be suspended.

So, you see we are right back where we started, and I want to try to get it fixed up in this committee.

Senator ADAMS. Is it in the bill as it comes from the House?

Mr. WAHL. Yes, sir. I will show you the text of it in the civil-functions-appropriation bill.

Senator ADAMS. What page?

#### TEXT OF PROVISION NOW IN BILL

Mr. WAHL. Page 16, and I would like to read it [reading]:

SEC. 2. No part of any appropriation contained in this Act shall be used directly or indirectly after May 1, 1941, except for temporary employment in case of emergency, for the payment of any civilian for services rendered by him on the Canal Zone while occupying a skilled, technical, clerical, administrative, executive, or supervisory position unless such person is a citizen of the United States of America or of the Republic of Panama.

That is one of the principal things that we have been advocating for a number of years, that the funds appropriated by the United States from its Treasury, should go, so far as possible, for the benefit of American citizens, and I do not believe that most of you gentlemen will look at it any differently.

Right here, before we go further into the amendment, and in order to show you just the type of alien employees that we are trying to eliminate down there, I have these photographs [exhibiting photographs]. Those men happen to be working at my business, electrical work, and we craftsmen on the Isthmus do not like to have our trade infringed upon, in the Government service with that type of employee, and that is one of the reasons that we tried to get this amendment through.

Senator TRUMAN. Where do they come from, Jamaica?

Mr. WAHL. Well, they are probably a mixture of natives that have been on the Isthmus for many years. I do not know where they come



from. I do not know whether they are Jamaicans or not; but those men shown in one picture—three men—one man is in his shirt sleeves. The man in his shirt sleeves is the foreman, getting 40 cents an hour, and the two workers are getting 25 cents an hour.

Senator ADAMS. They are working for the Government?

Mr. WAHL. No, sir; they are men working for contractors on Government contracts, Government work; but those pictures were taken on Gatun town site. That is a partial explanation of that situation of the amendment, and then it goes on to say [reading]:

*Provided, however,* (1) That, notwithstanding the provisions in the Act approved August 11, 1939 (53 Stat. 1409), limiting employment in the above-mentioned positions to citizens of the United States from and after the date—

Now, that has reference to the original locks, new-locks appropriation measure which was passed by the Congress and approved by the President but included an amendment that provided that nothing but American citizens should be employed, because of treaty complications with which some of you are acquainted, that had to be changed later on to include the citizens of the Republic of Panama, and that is why that provision is in here—

from and after the date of the approval of said Act, citizens of Panama may be employed in such positions; (2) that at no time shall the number of Panamanian citizens employed in the above mentioned positions exceed the number of citizens of the United States so employed, if United States citizens are available in continental United States or on the Canal Zone; (3) that nothing in this Act shall prohibit the continued employment of any person who shall have rendered fifteen or more years of faithful and honorable service on the Canal Zone;—

That provision as it was originally adopted by the Senate called for only 5 years' service, but was changed in the House to 15, I believe, in conference. I am not certain about that right now.

But, you see, there is quite a liberal provision to the effect that any individual employed at the present time in skilled positions would not necessarily have to be fired because of the enactment of this law.

(4) that in the selection of personnel for skilled, technical, administrative, clerical, supervisory, or executive positions, the controlling factors in filling these positions shall be efficiency, experience, training, and education—

That was put in there with a view to somewhat controlling the employment and, if possible, eliminating as many Panamanians as we could, because I have no particular brief with regard to the employment of Panamanians. I am looking after the interests of American citizens and whether the Panamanians are employed or not is somebody else's business.

(5) that all citizens of Panama and the United States rendering skilled, technical, clerical, administrative, executive, or supervisory service on the Canal Zone under the terms of this Act (a) shall normally be employed not more than forty hours per week, (b) may receive as compensation equal rates of pay based upon rates paid for similar employment in continental United States plus 25 per centum—

Senator ADAMS. May I ask you this?

Mr. WAHL. Yes, sir.

QUESTION AS TO WHETHER BENEFITS ARE BEING EXTENDED TO PANAMANIAN EMPLOYEE BEYOND HIS SALARY SCALE

Senator ADAMS. This amendment provides for substantially equal employment of Panamanians with United States citizens: assuming that it is not less; that is the way it works out?



Mr. WAHL. Yes, sir.

Senator ADAMS. Well, now, the Panamanian's salary scale is normally less than that of the United States.

Mr. WAHL. Yes, sir.

Senator ADAMS. Is this the result, that we are maintaining a scale, a United States scale, plus 25 percent?

Mr. WAHL. Yes, sir.

Senator ADAMS. For the American citizens?

Mr. WAHL. Yes, sir.

Senator ADAMS. And we are raising, therefore, the scale of pay of the Panamanian substantially above what he was accustomed to, bringing him up to the pay scale of the United States citizen, plus 25 percent.

Mr. WAHL. If he is employed in a similar position to one that is held by an American citizen.

Senator ADAMS. Of course, you could not compare them if they are in different positions.

Mr. WAHL. No. And that is our protection, with regard to American citizens, and I will say right now there are now a number of Panamanians on what is called the "gold roll" down there. They do receive the same privileges that the United States citizens do; that is, they receive the same compensation, they are all right, they are intelligent, they are white Panamanians, and they are getting everything except retirement benefits. They get leave.

Now, in the shops we have boilermakers; we have shipwrights in the marine wood shop who are Panamanians. Some of them are very fine people. It is not that we have got anything particularly against anybody who can do the work. What we want to do is to try and maintain conditions.

Senator ADAMS. That was not my inquiry, but whether or not you were extending to the Panamanians the benefit which was beyond his scale. That is, you are taking care of the American citizens all right?

Mr. WAHL. Yes.

Senator ADAMS. Now, you are bringing up the Panamanian from his normal salary scale; you are adding this 25 percent, partly because, as I understand, you are bringing people down there?

Mr. WAHL. Yes, sir.

Senator ADAMS. You are thinking of bringing people down there and you have transportation costs; but you are taking the Panamanian who is a local citizen and giving him these benefits, and I am just wondering whether or not that is proper.

Mr. WAHL. Well, if you maintain the proper wage levels, sir, there will be less chance to employ Panamanians.

Senator ADAMS. We have to employ Panamanians.

Mr. WAHL. No; I would not say that, sir. The law does not say that. It just simply says or provides a limitation on them in paragraph 2 of section 2.

Senator ADAMS. It restricts the number, so that the Panamanians shall not exceed the Americans?

Mr. WAHL. Yes; but there is no guaranty to the Panamanians of a certain percentage of employment.

Senator ADAMS. Of course, our treaty situation enters into that.

Mr. WAHL. Yes.



The Panamanians like white-collar jobs. They like to work as doctors, pharmacists, in offices. That is the kind of position they desire more than the regular labor positions, and we try—

Senator ADAMS. That is peculiar to the Panamanians and does not exist here?

Mr. WAHL. Well, no, sir; it does not exist here.

(A discussion took place off the record.)

#### GOOD-NEIGHBOR POLICY

Senator ADAMS. To follow the good-neighbor policy, we should always employ the foreigner, if we can, in preference to an American citizen, give them preference?

Mr. WAHL. Yes; if you wanted to follow the good-neighbor policy out to its limit, why, that would work out very nicely.

In order to show you why I have no particular brief for the Panamanians and their desire for equal employment privileges or equal anything else in the Canal Zone, I would like to quote—and this is off the record, please.

(Discussion followed off the record.)

Mr. WAHL. This was a handbill passed out on the streets of the two principal cities of the Republic of Panama and gives you an idea of the general attitude toward the American soldier.

Senator ADAMS. Do you think that is a sample of the general attitude? Do you think that is a fair representation of the general attitude?

Mr. WAHL. Well, no, I wouldn't say that, because it isn't true. I get around in Panama about as much as anybody else, and I have never seen anything like this.

Senator ADAMS. We have samples of this coming out of some of the smaller centers here in this country. We wouldn't want it to be taken as a sample of what our people think.

Mr. WAHL. No. Then I suppose you are somewhat familiar with the resolution passed by the National Assembly of Panama in 1936. This resolution became quite famous because it was quoted by President Arnulfo Arias in his inaugural address; but he deleted the first paragraph, and there was considerable controversy about that. But the first paragraph of this resolution goes on as follows: That the Republic of Panama may be small and weak and may lack the material resources for defending its rights, but in spite of this she could as a reprisal affect the high interests of the United States by granting concessions of territory to other powerful nations which would have a material force for defending it.

So, you see, the line of thought that has come up in political circles.

Senator ADAMS. That is, the good-neighbor policy is apparently not entirely reciprocal?

Mr. WAHL. Apparently not, sir.

#### TWENTY-FIVE PERCENT AND 40-HOUR WEEK PROVISIONS NOW IN BILL

To go back to this alien proposition, we have advocated some sort of adjustment with regard to the replacement of aliens by American citizens for so many years now, since we have practically accomplished



it, we don't like very much to see it set aside. We also have incorporated in the McCarran amendment the 25-percent proviso and the 40-hour week, which we would like also to have applied to the Panama Canal because it is incorporated in almost every line of work in administrative circles in the United States.

I have here a statement made by Mr. William C. Hushing, who is present right now, before the Interstate and Foreign Commerce Committee, on June 29, 1922, in which he requests action of a similar nature. I am going to ask that the reporter include this statement in the record to show how long we have been accomplishing this alien replacement. (The statement follows:)

HUSHING'S OPENING STATEMENT BEFORE INTERSTATE AND FOREIGN COMMERCE  
COMMITTEE, JUNE 29, 1922

This amendment is to fix by statute certain conditions and compensation, most of which had been effective for employees on the Panama Canal and the Panama Railroad prior to January 1, 1922.

The first amendment is to prevent the wholesale employment of aliens to the detriment of the interests of the American citizens and the best interests of the United States and the Canal and railroad. The present force approximates 2,553 American citizens and 7,623 Negroes (who are British aliens). Normally the proportion has been approximately 6 aliens to 1 American.

There are no objections made by the American employees to the employment of aliens as messengers and laborers or in lower grades; but all positions such as clerks, mechanics, and foremen should not be filled by them. They are not efficient or trustworthy and may do great damage in time of war. They are being employed on work that rightfully belongs to American citizens now employed, many of whom are war veterans.

Mr. WAHL. Also we have a quotation here from a speech by Governor Harding a few years ago, as evidence. There was never any indication that the laborers from Jamaica and the English islands in the Atlantic were going to be used in skilled and unskilled operations. He went on to say:

By a process of elimination, from the commencement of the work on the Panama Canal to the present time, the West Indian has become the common laborer in general use. Such being the case, they should no longer be treated as a temporary source of labor to be repatriated when their services are no longer needed; there should be created within the Canal Zone permanent settlements for this class of employees, housing them in a decent and reasonably comfortable manner.

That statement probably was very nice at that time, and those of you who remember Governor Harding will remember him as a very fine gentleman. He probably felt keenly that these people should be well taken care of, and I agree with him that those we have in the Zone should be well taken care of. But they multiply so rapidly that we have a real problem on the Isthmus now, due to the growing up of the offspring of these families that have been retained. At one time—and I haven't the exact figures right now—it was calculated that the 9,000 colored aliens we had employed on the Panama Canal were raising something like 16,000 children.

Senator THOMAS. Mr. Wahl, let us get down to the issue. It is about 12 o'clock; I think I just heard the hour sounded.

Mr. WAHL. All right, sir.

Senator THOMAS. Are you asking for any change in the section as it appears in the House bill?

Mr. WAHL. Yes, sir.



## PROVISION ALREADY INCLUDED IN NAVAL BILL

Senator THOMAS. This section has been approved by the Naval Appropriation Subcommittees and that bill has passed the House and Senate and is ready to go to conference. An identical provision is in that bill, but there was no Senate amendment to it; so it is not in disagreement and the conferees cannot change it. So that seems to put this committee in the position of considering something heretofore approved by this committee.

Mr. WAHL. Well, there are two bills, Senator Thomas, and you are considering now the civil functions.

Senator THOMAS. That is correct.

Mr. WAHL. And I thought even though the full committees and the Naval Appropriation Subcommittees didn't see fit to make any change, you could make a change in the civil functions.

Senator THOMAS. We could do it, but I am just considering the probable embarrassment the committee faces if it undertakes to change this provision, because the provision in the naval bill has been approved by the full committee and by the Senate, and cannot be changed in conference. I make that suggestion so that you may be advised of the status before this committee at this time.

## AMENDMENTS REQUESTED TO SECTION 2

Mr. WAHL. Yes. What I wanted to do was to have the proviso that the President may suspend compliance, apply only to the provision for Panamanian employment.

Senator THOMAS. Yes. I want you to state your position and join the issue, so the committee can get exactly what you want.

Mr. WAHL. I want to see that provision applied only to the alien part of this, and leave the 40-hour law and the 25-percent provision intact, and let the alien provision remain as it is, to go into effect after this emergency is over.

Senator ADAMS. General Edgerton is Governor of Panama now, is he not?

Mr. WAHL. Yes, sir.

Senator ADAMS. Did he appear before the House committee on this matter?

Mr. WAHL. Yes; he appeared before the House committee and spoke in opposition.

Senator ADAMS. He was opposed to the provision now in the bill?

Mr. WAHL. Yes.

Senator ADAMS. Because I think the then governor—and I don't know who he was—when this came up a year or two ago was in opposition to it.

Mr. HUSHING. That is true, and Governor Edgerton was present at this committee meeting and was then opposed to it.

Mr. WAHL. Of course, I will have to explain here that the civil-functions bill, to us, is the biggest one of the three appropriation measures for the military services, because it covers the most ground. In the naval bill, testimony was given, I think, that there were only 350 jobs, or something like that.



## NUMBER OF POSITIONS INVOLVED IN THIS PROVISION UNDER CIVIL FUNCTIONS BILL

Senator ADAMS. How many places are involved under the civil functions bill as an estimate?

Mr. WAHL. Oh, probably 2,500; that is, 2,500 to 3,000 aliens that could be replaced under these provisions.

## EMPLOYMENT OF AMERICANS ON THIRD SET OF LOCKS

Senator HAYDEN. How many Americans are now employed, brought down there by reason of the new construction on the third set of locks?

Mr. WAHL. Probably 2,700, and close to 3,000.

Senator HAYDEN. Is it expected that more from America will go down there?

Mr. WAHL. Well, they are coming back so fast, being dissatisfied with the conditions down there, due to lack of quarters, that the turn-over is quite high among the new employees.

Senator HAYDEN. Is that situation likely to be remedied by better quarters and conditions?

Mr. WAHL. Not with the present appropriations made.

Senator HAYDEN. What is going on now is merely preliminary work, and they haven't actually gotten down to or into the new lock construction?

Mr. WAHL. Just the preliminary work on that one project. Of course, there are millions of dollars being spent on defense projects.

Senator HAYDEN. I was referring to the third set of locks we authorized to be constructed, to be done by contract.

Mr. WAHL. There are very few employees down there now except the engineers, on that particular work.

Senator HAYDEN. I was just trying to get a picture as to when it would be when a considerable number of American workmen would be down there engaged in that new-lock construction.

Mr. WAHL. I would say it would be all of 3 years before the excavations are finished—

Senator HAYDEN. In the first place, you would have to go off into the jungle and get in with steam shovels and dredge it out.

Mr. WAHL. Yes; they will have to go in with steam shovels when they start on the locks.

Senator HAYDEN. You say there are only a comparatively few Americans there now?

Mr. WAHL. Yes; on that particular work.

Senator HAYDEN. And when it comes to putting in the locks and gates, there will be another type of workman required from this country?

Mr. WAHL. Yes, sir.

## TURN-OVER IN NUMBER OF AMERICAN EMPLOYEES

Senator THOMAS. What is the status of the American laborers there at the present time? Are you having more people coming down than are leaving, at this time?

Mr. WAHL. No. They write me the turn-over there is around 40 percent among the new employees.



Senator THOMAS. Are you receiving very many men from the States at Panama for these jobs?

Mr. WAHL. Yes; they are going down on every ship.

Senator ADAMS. And coming back on the next ship?

Senator THOMAS. It seems to me, considering the class of labor required there, they wouldn't need to leave here and go to Panama, but could get employment here with better terms and living conditions. I wonder if that is true.

Mr. WAHL. Unfortunately—and I am not casting any reflections on the Washington office—in the prospectus they send out to new employees they don't always stick exactly to the truth. When they show them a picture of a house, they show them a picture of a fine, concrete structure that is all right; they don't show them a ramshackle house. A picture always shows up better than the real thing. There is something about it that gives that impression.

But they have hundreds of old, old quarters down there, and you have seen them, Senator.

Senator THOMAS. For the record, what do you mean by "old quarters"?

Mr. WAHL. Well, they were built when the first workers went down there on the old construction, and they were thought to be temporary quarters at that time.

Mr. HUSHING. May I say something right now?

Senator THOMAS. Mr. Hushing; yes.

## STATEMENT OF WILLIAM C. HUSHING, CHAIRMAN, NATIONAL LEGISLATIVE COMMITTEE, AMERICAN FEDERATION OF LABOR

### LACK OF SUITABLE QUARTERS IN THE CANAL ZONE

Mr. HUSHING. I was down in Panama in December and everyone, including the officials as well as the employees, not only in the Panama Canal but in the Army and Navy, pestered the life out of me on account of lack of quarters. That is one of the reasons I wanted to appear here today. They are still using some of the old French quarters down there, old frame buildings moved from town site to town site. You have been there, Senator Thomas, and know the effect of the climate and the termites on wood construction. That is one of the reasons why so many of the men are coming back.

### REASONS FOR LARGE TURN-OVER IN NUMBER OF AMERICAN EMPLOYEES

When I was there, there were 600 on the permanent force, on the Panama Canal alone, without quarters. If one is able to secure quarters in Panama, the cost is high, and they are not too enjoyable.

Another reason why these people are coming back is that everybody seems to think that the men are paid 25 percent over rates in the States—but that, again, is not true. Building-trades men, for example, accept positions down there in the expectation they will earn 25 percent more than they have been earning in the States. Well, as a matter of fact, the rate of pay for the building tradesmen on the Canal is based on the navy-yard rate, which you all know is a maintenance rate and



which is much lower than the building-trades rate on the outside, the construction rate. So there are two disappointments.

And, another point, they go down there with the expectation they will be paid overtime after 8 hours and overtime after working 40 hours a week. They are not getting that. They were forcing them, when I was there, to work more than 8 hours in any one day. Indeed, they forced them to work on Thanksgiving Day, for straight time. That is the difficulty, especially when there is plenty of work here in the States.

Senator THOMAS. Mr. Hushing, you will be accorded the privilege of making a further presentation before we conclude our hearings.

Mr. HUSHING. Thank you.

**STATEMENT OF CHARLES F. WAHL, -PRESIDENT AND LEGISLATIVE REPRESENTATIVE, CANAL ZONE CENTRAL LABOR UNION—  
Resumed**

**AMENDMENTS REQUESTED TO SECTION 2**

Mr. WAHL. Senator Thomas, there are two changes I asked the House committees to make. They didn't permit me as much time as this committee has to present the material, and I want to thank you very much for permitting me to do this. One change is that the proposal, that the President may suspend, only apply to the first paragraph of the measure; and the other is a clarifying section in connection with the 40-hour-week application, which doesn't change it particularly, except that it would read like this:

All persons occupying any of the positions described in this Act shall—  
(a) normally be employed forty hours per week and all time worked in excess of eight hours per day or forty hours per week shall be compensated for at not less than one and one-half times the regular rate of pay—

The precedent for that is in the Act to Expedite National Defense, Public, No. 671, Seventy-sixth Congress, and also in Public, No. 703, Seventy-sixth Congress, an act to expedite the strengthening of the national defense—practically the same phraseology has been incorporated in these two acts—

(b) receive rates of pay as paid in continental United States for comparable service plus 25 percentum as now paid generally to Canal employees on the "Gold Roll" and such rates shall be applied in the manner now prevailing for Canal employees who are under the terms of section 23 of Public Law Numbered 141, Seventy-third Congress—

and you are acquainted with that, Senator Thomas.

(c) all employees occupying the positions described in section 1 of this Act shall receive the vacation, retirement, commissary, transportation, and other allowances now in effect for employees of the Canal on the "Gold Roll."

That is additional clarifying language that would assist in the application of the 40-hour week in the proper manner.

**PROPOSED CHANGES WOULD LESSEN TURN-OVER IN EMPLOYMENT**

Senator HAYDEN. Those in charge of this construction undoubtedly want to see it expedited. If they had a group of experienced men who would stay on the job, and didn't have to be breaking in new



ones all the time, the work would go on faster and in a more economical way.

Mr. WAHL. Yes, sir.

Senator HAYDEN. Under those circumstances, when there is so much employment in the United States, and when men who go down are disappointed and come back, is it your opinion that these changes would result in the men staying and in less turn-over?

Mr. WAHL. Undoubtedly, sir.

#### ACCOMPLISHMENT OF OBJECTIVES DESIRED THROUGH AN EXECUTIVE ORDER

Senator HAYDEN. If that is the case, why wouldn't it be wise on the part of those in the management to take the matter up with the proper authorities here and let the President by Executive order do these things he now has the power to do? If what you say is true, it would seem to me the management would be anxious to get a group of contented men who would stay, and thus get away from this turn-over situation.

Mr. WAHL. Yes, sir.

Senator HAYDEN. You say it can be accomplished if these things are done, and all you ask could be obtained or accomplished by direction of the President?

Mr. WAHL. Yes, sir.

Senator HAYDEN. What representations have been made in that regard?

Mr. WAHL. None, sir; to the President.

Senator HAYDEN. Has the matter been taken up for negotiation by the authority of the Canal Zone, suggesting it be advantageous to the Government to do these things and that they might make such recommendations to the President?

Mr. WAHL. The tentative compromise suggested, in order to avoid the alien question in the McCarran amendment, and in order to avoid payment of equal salaries to Panamanians who might be placed in some these positions vacated, was the following language:

#### No. 1

SEC. 2. All citizens of the United States rendering skilled, technical, clerical, administrative, executive, or supervisory service on the Canal Zone and who are paid from appropriations contained in this Act (a) shall normally be employed not more than forty hours per week, and (b) shall receive as compensation rates of pay based upon rates paid for similar employment in continental United States plus 25 per centum. The provisions in the Act approved August 11, 1939 (53 Stat. 1409), limiting new personnel occupying skilled, technical, clerical, administrative, and supervisory positions in construction work under that Act to citizens of the United States, is hereby suspended for the fiscal year ending June 30, 1942.

Senator HAYDEN. All those things would be a legislative remedy.

Mr. WAHL. Yes, sir.

Senator HAYDEN. But it is just as practicable to accomplish the same result by an Executive order, under existing law? There is nothing in the law that would prevent anything you have suggested here from being done, if the War Department and the President agreed and directed it be done?

Mr. WAHL. There is a law that gives the Governor the authority to adjust compensation for employees of the Panama Canal.



## REASON DISCRETIONARY AUTHORITY WAS GIVEN

Senator HAYDEN. What Congress had in mind in allowing this discretion in the hands of the President, to the best of my knowledge, was this: We were enacting this legislation at a time of world turmoil, not knowing what would happen.

Mr. WAHL. Yes, sir.

Senator HAYDEN. We did away with a fixed, rigid law, so that if an emergency arose that something had to be done right now, there would be that leeway.

Mr. WAHL. Yes, sir.

Senator HAYDEN. And because the world was at war, the Congress did give the President this legislative discretion.

Mr. WAHL. Yes, sir.

Senator HAYDEN. It seems to me, on the representations you make, that those in authority might be very glad to do it, under the circumstances.

Mr. WAHL. No, sir; they haven't shown that inclination, up to now.

Senator HAYDEN. But it is possible for them to do it?

## APPLICATION OF 40-HOUR WEEK IN THE CANAL ZONE

Mr. WAHL. It is possible, yes; but you have to remember that it places a lot of responsibility on the government of the Canal. We have there now approximately 900 employees enjoying the 40-hour week, and possibly more, now, on account of new employees coming down in certain departments. But there are several departments that have never received it. Do you know, sir, they have never received the Saturday half-holiday on the Panama Canal until very recently? The clerical groups still do not get the Saturday half-holiday. They have tried for years to get the administration to give them Saturday afternoons off, and stop work at 1 o'clock or something like that, which they do here the year round. Down in the Canal Zone they have never done that, though we have always been after a shortening of the workweek to that extent.

After the Thomas amendment was applied to the mechanical forces on the Panama Canal, to those approximately 900 employees, there were over 2,000 left who didn't receive the benefits of that amendment. But due to the pressure exerted and on account of the application of the Thomas amendment, they eventually reduced some of those people to 44 hours. Many of them still work 48 hours or more, but some of them have been reduced to 44 hours.

What we are trying to do now is apply the 40-hour week equally to the employees down there, the same as it is applied up here in the United States.

Senator HAYDEN. I am not arguing with you about the merit of the proposition.

Mr. WAHL. I understand, sir.

## ACCOMPLISHMENT OF OBJECTIVES DESIRED THROUGH AN EXECUTIVE ORDER

Senator HAYDEN. Because the general inclination of Congress, I am sure, is to see that done. But you have to leave, in these times of world crisis, a certain amount of discretion in the President, because you can't tell what is going to happen, and that is why Congress left that



discretion there. The question is, how should it be exercised. I am wondering what steps had been taken to see if it could be arranged by Executive order rather than to have Congress make a fixed law.

Mr. WAHL. The President is not going to do anything in connection with the replacement of aliens; I am positive about that.

(A discussion followed off the record.)

Senator HAYDEN. What I am getting at is this: I am talking about the American who goes down there to work. If he can be well housed and have suitable working conditions, he ought to be a more efficient workman.

Mr. WAHL. Yes, sir.

Senator HAYDEN. And he ought to stay on the job.

Mr. WAHL. Yes, sir.

Senator HAYDEN. And it would seem to me advantageous that this be brought about.

Mr. WAHL. There are a number of small details, Senator, that are affecting those conditions. They are employed under what they think are certain terms, say, for example, the steamship fare to the Isthmus. They are told the fare to themselves or for their family will be \$30, and the family gets to New York and finds they have to pay \$45 to get down there. That is an irritation.

If they drive their families to New York in their automobile when they get there, they find they possibly can't ship the automobile to the Isthmus for maybe 2 or 3 months and will have to store it in a garage in New York City at a dollar a day. The man is already soured before leaving New York, you see, and he gets down there and is dumped into one of these 12-family quarters structures built in large numbers to accommodate these new employees—and they are all right, except that even construction men have learned to live differently. Years ago they would ride boxcars from job to job and sleep in ditches and do almost anything on a construction job. But living conditions for the construction man have changed. He has lived in nice camps on the Coulee Dam and these other big projects out West and doesn't have to put up with this sort of thing any more. That is where the dissatisfaction is coming from.

I would like to have your opinion, Senator Thomas, as to what could be done about this, and your advice on the best way to handle it.

Senator THOMAS. The committee is to hear your presentation of what you desire done, and the reasons for it.

Mr. WAHL. Yes, sir.

Senator THOMAS. And after the record is made, the subcommittee will consider that. My opinion wouldn't be of any particular value because it would be according to the opinion of the committee when we act.

Mr. WAHL. Yes, sir.

Senator THOMAS. So I wouldn't want to express any opinion at this time.

Mr. WAHL. Yes, sir.

Senator THOMAS. I want to do what is desirable to be done, and what you want done, if possible.

Mr. WAHL. Yes, sir.

Senator THOMAS. But if we find obstacles we can't get around or over or under, why, of course, they are there.

Mr. WAHL. Certainly, sir. Maybe now it would be better if I presented to you a concrete proposal in writing.



Senator THOMAS. I think that would be advisable; that is why I interjected a suggestion a while ago that I wanted to see what the issue is, definitely.

Mr. WAHL. Yes, sir.

Senator THOMAS. We will not be through today but will meet again Tuesday morning at 10:30 to complete the hearings, if possible.

Mr. WAHL. Yes, sir.

Senator THOMAS. Between now and then, I wish you would submit a statement for the record of what you want done. You can supplement that with additional argument.

Mr. WAHL. Yes. You have been so liberal with your time now, I hesitate to ask for more. I could talk about this for hours.

Senator THOMAS. The subcommittee went over this rather thoroughly last year, and the naval subcommittee has already approved this section for the fiscal year 1942.

Mr. WAHL. Yes, sir.

Senator THOMAS. So, practically, we are asked to amend a law we have approved.

Mr. WAHL. Yes. I will draft a concrete proposal and place it in your hands, and possibly give you a brief explanation, if I may, because I know you are interested in it.

Senator THOMAS. We will then take it up for consideration when we come to mark up the bill.

Mr. WAHL. Yes, sir. Thank you.

Senator THOMAS. Mr. Hushing, can you be here Tuesday morning?

Mr. HUSHING. Yes, sir.

Senator THOMAS. This is off the record.

(Discussion off record.)

Senator THOMAS. Then the committee will stand in recess until 10:30 Tuesday morning.

(Whereupon, at 12:20 p. m., the subcommittee was in recess until 10:30 a. m. Tuesday, April 22, 1941.)



# WAR DEPARTMENT CIVIL FUNCTIONS APPROPRIATION BILL, 1942

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TUESDAY, APRIL 22, 1941

UNITED STATES SENATE,  
SUBCOMMITTEE OF THE COMMITTEE ON APPROPRIATIONS.

*Washington, D. C.*

The subcommittee met, pursuant to adjournment, in the committee room, the Capitol, at 10:30 a. m., Hon. Elmer Thomas presiding.

Present: Senators Thomas of Oklahoma, Hayden, Overton, Adams, Maloney, Chavez.

Senator THOMAS. The committee will be in order.

## FLOOD CONTROL

### AMOUNT AUTHORIZED FOR EXPENDITURE FOR ARKANSAS RIVER BASIN

At the last meeting, I suggested to the representatives of the Chief of Engineers that I would like to have a statement placed in the record relative to the so-called ceiling or limitation on expenditures possible under existing law in the construction of flood-control works on the Arkansas River and its tributaries. In the 1938 act the Congress wrote into the law a proviso that not to exceed \$21,000,000 should be expended on approved projects for flood-control works in that valley, which embraces most of Arkansas, practically all of Oklahoma, a large part of southern Kansas, a large part of eastern New Mexico, and a small part of southeastern Colorado.

### AUTHORIZATION COMPLETELY OBLIGATED

From the time this ceiling was placed, projects have been authorized for construction by the appropriation of funds, until now projects are under way which will take up the entire \$21,000,000. There are a number of projects that have been surveyed and authorized for construction, with which it will not be possible to proceed further until this ceiling is raised. The Congress cannot appropriate money for additional projects in that valley until the ceiling is increased. This situation is brought to our attention daily by communications from citizens in these various areas, inquiring why money has not been appropriated and why particular projects are not going forward.

### PROJECTS IN ARKANSAS RIVER BASIN

I have a statement that has been prepared by the Board of Army Engineers, of date February 5, 1941, giving the different projects in



the Arkansas River Basin. I will place this list of projects, with the estimated cost of each, in the record at this point.

(The list follows:)

*Data on reservoir projects of the Corps of Engineers, Arkansas, Red, White, and St. Francis River Basins, Feb. 5, 1941*

## ARKANSAS RIVER BASIN

Project (1)	Estimated cost (2)	Authorized power in- stallation (3)	Recom- mended power in- stallation (4)	Pen- stocks to be in- stalled (5)	Pen- stocks under study (6)
Reservoirs now under construction:		<i>Kilowatts</i>	<i>Kilowatts</i>		
John Martin Reservoir (Caddoa), Ar- kansas River, Colo.	\$14,600,000	-----	-----	No.....	
Great Salt Plains Reservoir, Salt Fork River, Okla.	4,600,000	-----	-----	No.....	
Fort Supply Reservoir, Wolf Creek, Okla.	8,800,000	-----	-----	No.....	
Canton Reservoir, North Canadian River, Okla.	13,870,000	-----	-----		Yes.
Conehas Reservoir, South Canadian River, N. Mex. (completed).	15,451,900	-----	-----	Yes.....	
Blue Mountain Reservoir, Petit Jean River, Ark.	4,922,000	-----	-----		Yes.
Nimrod Reservoir, Fourehe LaFave River, Ark.	4,167,000	-----	-----	Yes.....	
Reservoirs specifically authorized by Congress in addition to those now under construction:					
Hulah Reservoir, Caney River, Okla.	8,840,000	-----	-----		Yes.
Optima Reservoir, North Canadian River, Okla.	6,700,000	-----	-----		
Reservoirs in approved comprehensive plan for which additional money authorization is required before construction can be initiated:					
Oologah Reservoir, Verdigris River, Okla.	8,345,000	-----	-----		
Wister Reservoir, Poteau River, Okla.	6,630,000	-----	-----		
Mannford Reservoir, Cimarron River, Okla.	7,900,000	-----	-----		
Tenkiller Ferry Reservoir, Illinois River, Okla.	12,390,000	-----	-----		
Additional reservoirs recommended by the Chief of Engineers in reports recently sub- mitted to Congress:					
Pensacola Reservoir, Grand (Neosho) River, Okla. <sup>1</sup>	-----	-----	-----		
Markham Ferry Reservoir, Grand (Neosho) River, Okla.	14,294,000	-----	40,000		
Fort Gibson Reservoir, Grand (Neosho) River, Okla.	13,700,000	-----	40,000		
Toronto Reservoir, Verdigris River, Kans.	8,102,000	-----	-----	No.....	
Neodesha Reservoir, Verdigris River, Kans.	7,014,000	-----	-----		
Fall River Reservoir, Fall River, Kans.	9,465,000	-----	-----	No.....	
Elk City Reservoir, Elk River, Kans.	8,634,000	-----	-----		

<sup>1</sup> Project for hydroelectric power and partial flood control completed by Grand River Authority.



*Data on reservoir projects of the Corps of Engineers, Arkansas, Red, White, and St. Francis River Basins, Feb. 5, 1941—Continued*

## RED RIVER BASIN

Project (1)	Estimated cost (2)	Authorized power in- stallation (3)	Recom- mended power in- stallation (4)	Pen- stocks to be in- stalled (5)	Pen- stocks under study (6)
Reservoirs now under construction: Denison Reservoir, Red River, Tex. and Okla.	48,290,000	<i>Kilowatts</i> 2 70,000	<i>Kilowatts</i>		
Reservoirs specifically authorized by Congress in addition to those now under construction:		3 175,000			
Black Bayou Reservoir, Black Bayou, La.	289,000			No.....	
Bayou Bodcau Reservoir, Bayou Bodcau, La.	2,932,000			No.....	
Wallace Lake Reservoir, Cypress Bayou, La.	704,000			No.....	
Blakeley Mountain Reservoir, Ouachita River, Ark. <sup>4</sup>					
Reservoirs in approved comprehensive plan for which additional money authorization is required before construction can be initiated: None.					
Additional reservoirs recommended by the Chief of Engineers in reports recently submitted to Congress: Narrows Reservoir, Little Missouri River, Ark.	6,470,000		5 15,000		

<sup>2</sup> Initial kilowatts.

<sup>3</sup> Ultimate kilowatts.

<sup>4</sup> Participation only not to exceed \$2,000,000 for flood-control value of reservoir.

<sup>5</sup> Initial kilowatts, H. Doc. No. 837, 76th Cong., 3d sess.

## WHITE RIVER BASIN

Reservoirs now under construction:					
Clearwater Reservoir, Black River, Mo.	\$9,981,000			No.....	
Norfolk Reservoir, North Fork River, Ark.	15,900,000		( <sup>6</sup> )	Yes.....	
Reservoirs specifically authorized by Congress in addition to those now under construction: None.					
Reservoirs in approved comprehensive plan for which additional money authorization is required before construction can be initiated:					
Water Valley Reservoir, Elevenpoint River, Ark.	9,069,000				Yes.
Bell Foley Reservoir, Strawberry River, Ark.	5,363,000				
Lone Rock Reservoir, Buffalo River, Ark.	11,422,000				
Greens Ferry Reservoir, Little Red River, Ark.	7,179,000				Yes.
Additional reservoirs recommended by the Chief of Engineers in reports recently submitted to Congress:					
Table Rock Reservoir, White River, Mo.	37,000,000		7 140,000		
Bull Shoals Reservoir, White River, Ark.	42,000,000		7 190,000		

## ST. FRANCIS RIVER BASIN

Reservoir now under construction: Wappapello Reservoir, St. Francis River Mo.	\$5,300,000			No.....	
No additional reservoirs are now authorized, approved, or recommended in the St. Francis River Basin.					

<sup>6</sup> Report on potential power at Norfolk reservoir to be submitted at an early date.

<sup>7</sup> House document.



## PROJECTS IN OKLAHOMA SURVEYED AND APPROVED BUT NOT AUTHORIZED FOR CONSTRUCTION

Senator THOMAS. In my own State there are several projects authorized for construction and which are thought by the Board, as I understand, to be feasible and economically sound; otherwise they wouldn't have reported some of them favorably—such projects as Hulah, Optima, Oologah, Wister, Mannford, Tenkiller Ferry, and Markham Ferry, surveyed and approved, but not authorized for construction as yet. Fort Gibson has been surveyed and approved, but not yet authorized for construction.

I would like to ask someone from the office of the Chief of Engineers to answer a few questions now, if you will come up and take a chair just in front of the reporter, please.

**FURTHER STATEMENT OF BRIG. GEN. THOMAS M. ROBINS,  
ASSISTANT TO THE CHIEF OF ENGINEERS**

APPROVED PROJECTS IN ARKANSAS RIVER BASIN

Senator THOMAS. You have heard the statement I just made about the approved projects in the Arkansas River Basin. I would like to have you make a statement for the record of the exact situation in regard to further construction of projects at this time. What is the situation in regard to these projects that have been surveyed and approved for construction in that area?

PRESENT SITUATION OF SURVEYED AND APPROVED PROJECTS

General ROBINS. The situation is as you have stated, Senator. The authorization is exhausted, and these projects surveyed and approved are awaiting an increase in the authorization for their construction. As soon as that is done and the funds are appropriated, the construction will proceed.

PROPOSAL TO INCREASE CEILING LOST IN CONFERENCE LAST YEAR

Senator THOMAS. In the consideration of the last civil functions bill the Senate adopted an amendment, which I offered, increasing the ceiling by \$28,000,000; but in conference the item was eliminated. So, as I understand it, it is correct to state that no further projects can be started or appropriated for, even, in the Arkansas River Basin, for flood-control works, until the Congress raises the limitation by authorizing additional funds to be appropriated for additional construction purposes?

FURTHER AUTHORIZATION BY CONGRESS NECESSARY BEFORE ADDITIONAL  
PROJECTS CAN BE UNDERTAKEN

General ROBINS. That is correct, sir.

Senator THOMAS. So that the problem is to get the Congress to increase this ceiling or authorization, which is legislation, of course, and then, when that is done, it will be up to the committees on appropri-



tion to decide whether or not they will make appropriations under their authorization to start additional projects?

General ROBINS. That is right, sir; and that is the situation not only with respect to the Arkansas River Basin. There are other basins in this same State.

Senator THOMAS. Yes, I am sure of that. But inasmuch as I happen to come from that particular section and know more about it than any other section, and inasmuch as I am in receipt of a great many communications on the subject, I want to make this record clear as to just why these projects are not being undertaken actively at the present time.

#### HULAH RESERVOIR (CANEY RIVER, OKLA.) PROJECT

There is one project in my State known as Hulah, near Bartlesville, Okla., close to the Kansas-Oklahoma line. The project was authorized for appropriation and the money appropriated last year to start the active work of construction. But, because of some conflict between the War Department and the Interior Department over the acquisition of right-of-way to mineral rights underneath the surface, that project has not yet been actively started. Is that correct?

#### PROJECT DELAYED DUE TO QUESTION OF TREATY RIGHTS OF CERTAIN INDIANS

General ROBINS. That is correct, sir. I would like to amplify a little your remarks on that situation. There is no controversy between the War Department and the Interior Department. It is a question of treaty rights of the Indians, as I understand it, and the Interior Department wants or holds that legislation will be necessary before the matter can be cleared up.

Senator THOMAS. Ordinarily, the War Department can either purchase lands for reservoir purposes or, in the absence of purchase, it can condemn lands. It is doing that in the case of other projects in many sections of the country, at least. Because the Indian Office is not willing for the War Department to proceed on that land which is held in trust for the Indians. That is the basis for my suggestion that there is a conflict between the War Department and the Interior Department.

General ROBINS. Yes; there is a conflict of interest, but not an argument, is what I was trying to bring out.

#### UNOFFICIAL BOARD OF APPRAISAL INVESTIGATING POSSIBLE DAMAGES SUFFERED BY INDIANS

Senator THOMAS. I am further advised that an unofficial board of mediation or appraisal has been appointed, which has made a survey or investigation of the possible damages that will be done the Indians if this work is completed, and that board is now considering the matter, and no doubt shortly will make some kind of a report to the War Department and to the Interior Department as to what it recommends.

General ROBINS. Yes, sir; that is the case.

Senator THOMAS. If the recommendations made by this board of appraisal are satisfactory to the Indians and to the War Department,



then it would seem that the principal difficulty will have been eradicated?

General ROBINS. Yes, sir.

Senator THOMAS. And we can proceed with this work. I hope it can be started before the 1st of July; otherwise, this money may revert and it may be hard to get the money appropriated again.

#### LEGISLATION PENDING RELATIVE TO FINAL SETTLEMENT WITH INDIANS

General ROBINS. Yes, sir. If a satisfactory agreement is reached we can go ahead with the construction, because we know what the cost would be. But, as I understand, it would still be necessary to have legislation to make the final settlement with the Indians.

Senator THOMAS. In regard to such legislation, a bill is now pending on that?

General ROBINS. Yes, sir.

#### CANEY RIVER AT FLOOD STAGE NOW

Senator THOMAS. This proposed dam is located on Caney River, coming out of Kansas and down into Oklahoma. I have a letter this morning from a resident of that locality, to the effect that heavy floodwaters have come and are now rising on this river, and at the present time in the city of Bartlesville the residents can get out only one way—to the west, toward the Osage hills. The roads are all under water and impassable, and even the railroad is threatened with being cut off. So it happens it is very important this matter be given every possible assistance so that the project may go forward, if it can be arranged.

General ROBINS. The War Department is fully aware of that, Senator, and we will do everything we can to expedite the project.

#### THE LUGERT-ALTUS, OKLA., PROJECT

Senator THOMAS. In regard to another project in my State, known as the Altus-Lugert project, that is the first project which has been developed, as I understand, in a cooperative way; that is, where the Board of Army Engineers and the Irrigation or Reclamation Service have joined to build a reservoir for a joint purpose, the first purpose being to provide flood control, and the second to impound the water and use the water for irrigation purposes. This was authorized some time ago and was arranged for, as I remember, 2 years ago, the Reclamation Service contributing \$500,000 to the first appropriation and the flood-control fund, \$500,000. That money was paid in and is now being used.

#### AMOUNT OF PROJECT CHARGED TO FLOOD CONTROL

The report on this particular project shows that this reservoir will be of value for flood control to the extent of \$1,130,000. That is a matter of record. That is the basis of the agreement. Under this situation there is the further sum of \$630,000 that should yet come from the flood-control fund to be spent in the construction of this dam at Altus-Lugert.



## PRESENT BILL DOES NOT CARRY ANY FUNDS FOR PROJECT

My question is, Inasmuch as this work is going ahead right now and inasmuch as this money will be needed in the next 12 months, does this bill carry funds for that cooperative program?

General ROBINS. No, sir; it does not. We submitted a supplemental estimate last year to the Budget for the \$630,000; but the Budget has taken no definite action on it. That is where the matter now stands. We were cut to \$70,000,000 by the Budget, and we just can't find money in that \$70,000,000 to take care of this project and everything else.

Senator THOMAS. Is it not a fact that the Budget recommended or approved this item of \$630,000 for the bill for this current year, which was passed last year, and it was not appropriated because it wasn't necessary at that time? They had not made sufficient progress to a point where it could be used; so it was not appropriated last year, because if it had been appropriated last year, it could not have been used?

My question is, Did not the Budget last year approve that item in that sum, if necessary?

General ROBINS. You are speaking of last year, in 1940?

Senator THOMAS. Yes.

General ROBINS. I think that is correct, sir.

Senator THOMAS. My understanding is that while you have asked for the \$630,000, so far the Budget has not approved it.

General ROBINS. They have taken no definite action on that project.

Senator THOMAS. Between now and the time the committee is called upon to mark up the bill, we will look into that matter and will be further advised.

Has the Board any suggestion in regard to the pending bill?

General ROBINS. I would like to make a statement in regard to the flood-control projects.

## CEILING ON PROJECTS IN ARKANSAS VALLEY

Senator THOMAS. Before that is done, I will ask that the original statement be placed in the record, the statement handed to me in regard to the ceiling in the Arkansas River Basin, referred to in my preliminary remarks.

(The statement follows:)

## STATEMENT REGARDING AUTHORIZATIONS AVAILABLE FOR FLOOD-CONTROL RESERVOIRS IN THE ARKANSAS RIVER BASIN

Section 4 of the Flood Control Act approved June 28, 1938 (Public, No. 761, 75th Cong., 3d Sess.), contains the following item:

## ARKANSAS RIVER BASIN

"The general comprehensive plan for flood control and other purposes in the Arkansas River Basin, as set forth in Flood Control Committee Document No. 1, Seventy-fifth Congress, first session, with such modifications thereof as in the discretion of the Secretary of War, and



the Chief of Engineers may be advisable, is approved, and for the initiation and partial accomplishment of said plan there is hereby authorized \$21,000,000 for reservoirs; the reservoirs to be selected and approved by the Chief of Engineers: *Provided*, That this authorization shall include the Canton Reservoir on the North Canadian River in Oklahoma, as set forth in House Document No. 569, Seventy-fifth Congress, third session.

"Pursuant to this authorization the Department has placed under construction the Blue Mountain Reservoir on the Petit Jean River in Arkansas, the Nimrod Reservoir on the Fourche La Fave River in Arkansas, and the Canton Reservoir on the North Canadian River in Oklahoma. As the completion of these three reservoir projects will use up the entire amount of the initial authorization of \$21,000,000 made available by the item quoted above from the Flood Control Act of 1938, the Department cannot begin any additional reservoir projects in the approved plan for the Arkansas River Basin until the money authorization for that plan is increased by Congress."

Senator THOMAS. Now, if you will proceed, please.

## FLOOD CONTROL

### FURTHER STATEMENT OF BRIG. GEN. THOMAS M. ROBINS, ASSISTANT TO THE CHIEF OF ENGINEERS

#### EXPLANATION OF HOUSE PROVISIO FOR INITIATION OF NEW FLOOD CONTROL PROJECTS DURING FISCAL YEAR 1942

General ROBINS. When the Department submitted to the Appropriations Committee of the House of Representatives its break-down of the Budget estimate of \$70,000,000 for flood control, general, for the fiscal year 1942, it did not propose to initiate any new projects during that fiscal year, since the Budget limitation was barely sufficient to permit it to continue its current construction program, to accomplish its authorized necessary maintenance work, to prosecute its authorized preliminary examination, survey, and review reports, to make transfers to the Department of Agriculture as prescribed by the Bureau of the Budget, and to cover essential authorized miscellaneous items for the general flood-control program. To permit the Department to carry on its work efficiently under that Budget estimate of \$70,000,000 it was necessary to reduce the rate of progress on numerous construction projects throughout the entire country. Since it was believed that this rate could not be curtailed any further without seriously interfering with the efficient prosecution of projects already under construction, the Department did not recommend the initiation of any new flood-control work during the fiscal year 1942.

#### EFFECT OF HOUSE PROVISIO

The proviso now in the appropriation bill calling for the initiation of new projects will require the Department to make a blanket cut of 10 percent in the allotments which it proposed to make under the original Budget figure of \$70,000,000. It is probable that this cut will prevent the Department from acquiring during the fiscal year 1942 lands in reservoir areas where dams will be completed during this and the



next fiscal year. Furthermore, essential highway and railway locations for certain reservoir projects now nearing completion will have to be postponed until the fiscal year 1943, so that the reservoirs themselves cannot be operated until that fiscal year. With this reduction it will also be necessary to postpone the construction of essential pumping plants for local protection projects throughout the country with the result that these projects will not afford the protection for which they are designated until after the fiscal year 1942.

Senator ADAMS. Would it bother you if I interrupt at this point?

General ROBINS. Not at all, sir.

Senator ADAMS. What are these essential pumping plants to which reference has been made?

General ROBINS. They are pumps to take care of drainage behind the levees and flood walls.

The proviso now in the War Department civil appropriation bill calling for the initiation of new flood-control projects during fiscal year 1942 will not only affect the construction program of the Department, but it will also seriously curtail its design activities. It will unquestionably be necessary to reduce further the present design forces which have already been cut due to the limited appropriations for the present fiscal year. Since the work of this personnel is highly specialized and requires intensive training and technical knowledge, its loss will be a serious handicap in carrying out essential planning for new projects. Consequently the Department will be very much handicapped in placing such projects under construction when the present emergency is over and funds for such work become available in the future.

It should be noted that the initiation of the nine new projects recommended by the Department to this committee under the terms of the present bill will commit the Department to continuing contracts in the amount of approximately \$17,000,000 over and above the funds made available by this bill. The Department has recommended these projects since from the standpoint of flood control and of their effect on the national economy and on national defense, they are the most important works not under construction at the present time.

#### INCREASED APPROPRIATION NEEDED IF NEW PROJECTS ARE TO BE UNDERTAKEN

The Department is of the opinion that if new flood-control projects are to be initiated during the fiscal year 1942 it is in the best interests of the United States, from the viewpoint of both economy and efficiency, to increase the Department's proposed appropriations for that fiscal year to take care of such new projects as Congress may desire to initiate rather than to curtail the funds which will be available for the continuation of its present construction program.

#### NEW FLOOD-CONTROL PROJECTS PROPOSED

The new projects which we propose to initiate in accordance with the provisions inserted by the House may be listed as follows:

##### ALMOND RESERVOIR, N. Y., PROJECT

Almond Reservoir, N. Y.; total estimated cost, \$2,859,000; tentative allocation for the fiscal year 1942, \$700,000.



## BUFFALO BAYOU, TEX., PROJECT

Buffalo Bayou, Tex.; total estimated Federal cost, \$18,751,700; tentative allocation for the fiscal year 1942, \$600,000.

Senator HAYDEN. Where is Buffalo Bayou?

General ROBINS. It is at Houston, Tex.

Senator HAYDEN. Oh, yes.

## LOUISVILLE, KY., PROJECT

General ROBINS. Louisville, Ky.; total estimated cost, \$4,500,000; tentative allocation for the fiscal year 1942, \$800,000. That is local protective work.

Senator HAYDEN. Will that Louisville construction complete the protection of Louisville, or is it just progress on a larger plan?

General ROBINS. The total of \$4,500,000 will complete the protection for that city, as planned.

Senator HAYDEN. It builds a floodwall that completely protects the city of Louisville?

General ROBINS. Well, it gives it as high a degree of protection as is economically feasible.

Senator HAYDEN. As much protection as any other city along the Ohio?

General ROBINS. Yes; comparable protection.

Senator HAYDEN. We were told of the serious damage a year or two ago, and that will cure it?

General ROBINS. Yes.

Senator CHAVEZ. That will be on the Ohio?

General ROBINS. Yes, sir.

Senator CHAVEZ. Are there any other water courses near Louisville other than the Ohio, if you recall?

General ROBINS. No; I think the floodwater comes altogether from the Ohio.

## NEWPORT, KY., PROJECT

Newport, Ky.; total estimated Federal cost, \$2,262,000; tentative allocation for the fiscal year 1942, \$500,000.

## HUNTINGTON, W. VA. (GUAYANDOT SECTION), PROJECT

Huntington, W. Va. (Guyandot section); total estimated Federal cost, \$2,535,000; tentative allocation for the fiscal year 1942, \$1,129,000.

## WOLF CREEK RESERVOIR, KY., PROJECT

Wolf Creek Reservoir, Ky.; total estimated Federal cost, \$17,800,000; tentative allocation for the fiscal year, \$2,500,000.

## WOOD RIVER LEVEE, ILLINOIS, PROJECT

Wood River levee, Illinois; total estimated Federal cost, \$750,000; tentative allocation for the fiscal year 1942, \$350,000.



## TACOMA, WASH., PROJECT

Tacoma, Wash.; total estimated Federal cost, \$1,638,000; tentative allocation for fiscal year 1942, \$604,035.

## DORENA RESERVOIR, OREG., PROJECT

Dorena Reservoir, Oreg.; total estimated Federal cost, \$4,276,000; tentative allocation for the fiscal year 1942, \$500,000.

## LIST OF PROJECTS SHOWING PROPOSED APPLICATION OF FLOOD CONTROL, GENERAL, FUNDS UNDER BILL AS PASSED BY HOUSE

I also have a complete statement, which includes these new projects which I have just read, and all the projects that are under way, which I would like to insert in the record.

(The statement follows:)

*Statement showing the proposed application of funds included in War Department Civil Appropriation Act, 1942, as passed by the House of Representatives*

## FLOOD-CONTROL PROJECTS

Division, district, and project	Total estimated Federal cost	Tentative allocation for fiscal year 1942				
		Previous allotments	Construc- tion	Lands, rights-of- way, rail- road, highway, and utilities reloca- tions	Total	Additional to com- plete after 1942
NEW WORK						
North Atlantic division:						
Boston district: Franklin Falls Reservoir, N. H. ....	\$7, 352, 000	\$6, 860, 000	\$443, 000	-----	\$443, 000	\$49, 000
Providence district:						
Surry Mountain Reservoir, N. H. ....	1, 485, 000	1, 345, 000	76, 000	\$50, 000	126, 000	14, 000
Birch Hill Reservoir, Mass. Knightville Reservoir, Mass. ....	3, 530, 000	2, 615, 000	270, 000	450, 000	720, 000	195, 000
Hartford, Conn. ....	3, 020, 000	2, 660, 000	50, 000	274, 000	324, 000	36, 000
Binghamton district:	4, 614, 000	3, 650, 000	868, 000	-----	868, 000	96, 000
Whitney Point Reservoir, N. Y. ....	4, 332, 400	3, 392, 400	600, 000	156, 000	756, 000	184, 000
Hornell, N. Y. ....	3, 300, 000	3, 111, 000	69, 000	101, 000	170, 000	19, 000
Binghamton, N. Y. ....	2, 920, 100	1, 268, 100	7000, 000	20, 000	720, 000	932, 000
Corning, N. Y. ....	1, 749, 200	1, 175, 200	517, 000	-----	517, 000	57, 000
Elmira, N. Y. ....	3, 075, 000	506, 300	571, 000	-----	571, 000	1, 997, 700
Whitney Point, N. Y. ....	176, 000	34, 000	126, 000	2, 000	128, 000	14, 000
Lisle, N. Y. ....	348, 500	168, 500	69, 000	93, 000	162, 000	18, 000
Almond Reservoir, N. Y. ....	2, 859, 000	219, 000	600, 000	100, 000	700, 000	1, 940, 000
Baltimore district:						
Williamsport, Pa. ....	5, 426, 500	1, 032, 900	837, 000	-----	837, 000	3, 556, 600
York, Pa. ....	3, 696, 500	1, 871, 600	844, 000	56, 000	900, 000	924, 000
Plymouth, Pa. ....	954, 400	834, 400	108, 000	-----	108, 000	12, 000
Washington district: Cumber- land, Md., and Ridgeley, W. Va. (plans) ....	743, 400	63, 100	45, 000	-----	45, 000	635, 300
Total, North Atlantic divi- sion.....	49, 582, 000	30, 806, 500	6, 793, 000	1, 302, 000	8, 095, 000	10, 680, 500
Lower Mississippi Valley division:						
Vicksburg district: Wallace Lake Reservoir, La. ....	704, 000	639, 000	59, 000	-----	59, 000	6, 000
Total, lower Mississippi Valley division.....	704, 000	639, 000	59, 000	-----	59, 000	6, 000



Statement showing the proposed application of funds included in War Department Civil Appropriation Act, 1942, as passed by the House of Representatives—Continued

## FLOOD-CONTROL PROJECTS

Division, district, and project	Total estimated Federal cost	Tentative allocation for fiscal year 1942				
		Previous allotments	Construc- tion	Lands, rights-of- way, rail- road, highway, and utili- ties relo- cations	Total	Additional to com- plete after 1942
NEW WORK—continued						
Southwestern division:						
Denison district: Denison Res- ervoir, Texas and Oklahoma.....	48,290,000	13,088,300	4,500,000	4,500,000	9,000,000	26,201,700
Caddoa district: John Martin Reservoir, Colo.....	14,600,000	6,993,500	3,290,000	310,000	3,600,000	4,006,500
Little Rock district:						
Blue Mountain Reservoir, Ark.....	4,922,000	1,703,400	1,530,000	270,000	1,800,000	1,418,600
Nimrod Reservoir, Ark.....	4,167,000	2,666,000	270,000	270,000	540,000	961,000
Clearwater Reservoir, Mo.....	9,981,000	3,332,300	990,000	270,000	1,260,000	5,388,700
Norfolk Reservoir, Ark.....	15,900,000	1,884,400	2,520,000	180,000	2,700,000	11,315,600
Tulsa district:						
Fort Supply Reservoir, Okla.....	8,000,000	6,459,500	1,207,000	-----	1,207,000	333,500
Canton Reservoir, Okla.....	13,870,000	1,854,000	1,487,000	313,000	1,800,000	10,216,000
Great Salt Plains Reservoir, Okla.....	4,600,100	4,581,100	17,000	-----	17,000	2,000
Hulah Reservoir, Okla.....	8,840,000	453,100	360,000	270,000	630,000	7,756,900
Galveston district: Buffalo Bayou, Tex.....	18,751,700	600,000	500,000	100,000	600,000	17,551,700
Total Southwestern division.....	151,921,800	43,615,600	16,671,000	6,483,000	23,154,000	85,152,200
Upper Mississippi Valley division:						
St. Louis District: Wood River levee, Ill.....	750,000	25,000	350,000	-----	350,000	375,000
Total, upper Mississippi Val- ley division.....	750,000	25,000	350,000	-----	350,000	375,000
Missouri River division:						
Kansas City district:						
Kansas City, Kans. and Mo.....	10,000,000	2,906,000	715,000	-----	715,000	6,379,000
Kanopolis Reservoir, Kans.....	8,977,000	3,375,000	1,637,000	703,000	2,340,000	3,262,000
Total, Missouri River division.....	18,977,000	6,281,000	2,352,000	703,000	3,055,000	9,641,000
Ohio River division:						
Pittsburgh district:						
Mahoning Creek Reservoir, Pa.....	6,413,000	6,230,000	-----	165,000	165,000	18,000
Loyalhanna Creek Reser- voir, Pa.....	5,297,700	3,443,700	354,000	1,315,000	1,669,000	185,000
Youghiogheny River Reser- voir, Pa.....	9,000,000	3,645,000	900,000	270,000	1,170,000	4,185,000
Detailed Plans and Surveys, Ohio River Basin.....	159,100	119,100	36,000	-----	36,000	4,000
Huntington district:						
Muskingum Valley Reser- voirs, Ohio.....	36,090,000	30,300,500	-----	1,223,000	1,223,000	4,566,500
Bluestone Reservoir, W. Va.....	14,857,000	1,571,700	1,800,000	-----	1,800,000	11,485,300
Huntington, W. Va., sec. I (West End).....	3,202,000	2,713,000	440,000	-----	440,000	49,000
Huntington, W. Va., sec. III (Guyandot).....	2,535,000	35,000	1,129,000	-----	1,129,000	1,371,000
Massillon, Ohio.....	3,895,000	1,505,000	1,305,000	310,000	1,615,000	775,000
Parkersburg, W. Va.....	3,411,000	713,100	1,260,000	-----	1,260,000	1,437,900
Detailed plans and surveys, Ohio River Basin.....	260,900	200,900	54,000	-----	54,000	6,000
Cincinnati district:						
Portsmouth-New Boston, Ohio.....	5,238,000	2,212,600	961,000	-----	961,000	2,064,400
Cincinnati, Ohio.....	6,530,000	988,500	1,615,000	-----	1,615,000	3,926,500
Newport, Ky.....	2,262,000	27,200	500,000	-----	500,000	1,734,800
Detailed plans and surveys, Ohio River Basin.....	137,200	77,200	54,000	-----	54,000	6,000



Statement showing the proposed application of funds included in War Department Civil Appropriation Act, 1942, as passed by the House of Representatives—Continued

## FLOOD-CONTROL PROJECTS

Division, district, and project	Total estimated Federal cost	Tentative allocation for fiscal year 1942				
		Previous allotments	Construc- tion	Lands, rights-of- way, rail- road, highway, and utili- ties re- locations	Total	Additional to com- plete after 1942
NEW WORK—continued						
Ohio River division—Continued.						
Louisville district:						
Jeffersonville - Clarksville, Ind.....	\$3,163,000	\$1,240,200	\$1,418,000	-----	\$1,418,000	\$504,800
Evansville, Ind.....	3,236,200	2,142,800	720,000	-----	720,000	373,400
Paducah, Ky.....	4,041,900	2,841,900	614,000	-----	614,000	586,000
Mounds and Mound City, Ill.....	1,818,500	1,310,500	457,000	-----	457,000	51,000
Louisville, Ky.....	4,500,000	389,300	800,000	-----	800,000	3,310,700
Nashville district:						
Wolf Creek Reservoir, Ky.....	17,800,000	433,300	2,000,000	\$500,000	2,500,000	14,866,700
Detailed plans and surveys, Ohio River Basin.....	549,300	509,300	36,000	-----	36,000	4,000
Total, Ohio River divi- sion.....	134,396,800	62,649,800	16,453,000	3,783,000	20,236,000	51,511,000
South Pacific division:						
Los Angeles district—Los An- geles County drainage area, California:						
Reimbursement to local in- terests.....	2,903,300	1,400,000	-----	450,000	450,000	1,053,300
Los Angeles River, Calif.....	44,207,700	31,144,800	3,440,000	1,073,000	4,513,000	8,549,900
Santa Fe Dam, Calif.....	10,017,000	1,428,900	2,830,000	540,000	3,370,000	5,218,100
Total, South Pacific di- vision.....	57,128,000	33,973,700	6,270,000	2,063,000	8,333,000	14,821,300
North Pacific division:						
Portland district:						
Mill Creek, Wash.....	1,452,700	1,032,700	243,000	45,000	288,000	132,000
Dorena Reservoir, Oreg.....	4,276,000	1,077,300	500,000	-----	500,000	2,698,700
Seattle district:						
Mud Mountain Dam, Wash.....	9,998,218	8,112,860	1,695,323	-----	1,695,323	190,035
Tacoma, Wash.....	1,638,000	37,400	504,035	100,000	604,035	996,565
Total, North Pacific di- vision.....	17,364,918	10,260,260	2,942,358	145,000	3,087,358	4,017,300
Snagging pursuant to sec. 2, Flood Control Act approved Aug. 28, 1937, as amended.....						
					300,000	
Total, new work.....	430,824,518	188,250,860	51,890,358	14,479,000	66,669,358	176,204,300
Maintenance of completed works:						
Whitney Point Reservoir, N. Y.....					1,000	
Arkport Reservoir, N. Y.....					5,000	
Hornell, N. Y.....					10,000	
Avoca, N. Y.....					3,000	
Painted Post, N. Y.....					3,000	
Oxford, N. Y.....					3,000	
Lisle, N. Y.....					3,000	
Binghamton, N. Y.....					1,000	
Corning, N. Y.....					1,000	
Bayou Pierre, La.....					13,500	
Big Black River, Miss.....					31,500	
Conchas Dam and Reservoir, N. Mex.....					40,000	
Great Salt Plains Reservoir, Okla.....					25,000	
Lake Traverse and Bois de Sioux River Reservoir, S. Dak.....					5,000	
Middlesboro, Ky.....					2,000	
Mahoning Creek Reservoir, Pa.....					25,000	



*Statement showing the proposed application of funds included in War Department Civil Appropriation Act, 1942, as passed by the House of Representatives—Continued*

Division, district, and project	Total estimated Federal cost	Tentative allocation for fiscal year 1942				
		Previous allotments	Construc- tion	Lands, rights-of- way, rail- road, highway, and utili- ties relo- cations	Total	Additional to com- plete after 1942
NEW WORK—continued						
Maintenance of completed works— Continued.						
Tionesta Reservoir, Pa.					\$25,000	
Crooked Creek Reservoir, Pa.					25,000	
Johnstown, Pa., channel					8,000	
Loyalhanna Creek Reservoir, Pa.					15,000	
Muskingum Valley Reservoirs, Pa.					59,000	
Newark, Ohio.					4,000	
Hansen Dam, Calif.					15,000	
Sepulveda Dam, Calif.					15,000	
Los Angeles River, Calif.					15,400	
Prado Dam, Calif.					15,000	
Brea Dam, Calif.					6,500	
Fullerton Dam, Calif.					3,500	
Fern Ridge Reservoir, Oreg.					10,000	
Mill Creek, Wash.					10,000	
Salmon River, Alaska.					1,600	
Total, maintenance of com- pleted works.					400,000	
Preliminary examinations and sur- veys, War Department (includes \$275,000 for transfer to U. S. Geo- logical Survey).					2,775,000	
Salaries, office, Chief of Engineers.					286,300	
Preliminary examinations and sur- veys, Department of Agriculture.					998,342	
Grand total.					71,129,000	

#### TOTAL AMOUNT OF NEW PROJECTS

Senator HAYDEN. The sum total of the new projects you have read to use amounts to how much?

General ROBINS. It is \$7,683,035.

Senator HAYDEN. There are two ways the matter could be handled to the satisfaction of the Department—one, to strike out the proviso of the House bill, and not undertake any new work at all; or, if the new work is to be authorized, appropriate the money for it over and above the amount appropriated by the House?

General ROBINS. Yes; that is the situation exactly.

#### AUTHORITY FOR SURVEYING CONTEMPLATED PROJECTS

Senator CHAVEZ. What about your survey work? What authority have the Army engineers now to do survey work in regard to contemplated projects?

General ROBINS. We have authority to go ahead with all the investigations and surveys necessary for construction on all authorized projects.



Senator CHAVEZ. But they have to be mentioned by name in the authorizing legislation?

General ROBINS. Yes, sir. We cannot initiate any preliminary examination or survey until Congress directs us to do it.

Senator CHAVEZ. That is what I had in mind.

General ROBINS. But after a project is authorized, we can go ahead with borings and designs, if we have the money to do it.

Senator CHAVEZ. And that is based upon authorization that comes from another committee, the Committee on Commerce?

General ROBINS. Yes; in the Senate.

Senator CHAVEZ. Do you know anything about contemplated legislation in reference to rivers and harbors, and surveys and future work?

General ROBINS. The House Committee on Flood Control has started hearings on the flood-control bill. You will recall, sir, one was introduced last year in the House, but no action was taken. Now they are preparing another one.

Senator CHAVEZ. Thank you.

Senator THOMAS. Does that complete your statement?

General ROBINS. That completes what I had to say, Senator.

#### FLOOD CONTROL—LOWER MISSISSIPPI RIVER

##### MORGANZA FLOODWAY

Senator OVERTON. I would like to ask a question or two on another phase of the flood-control problem. In the lower Mississippi Valley, what is the most important project at this time in connection with flood control? Is it the Morganza floodway, would you say?

General ROBINS. Well, the completion of that is probably the most important, or that is the most important feature to complete immediately.

Senator OVERTON. Yes.

General ROBINS. The work on that is quite well along. About the only thing necessary is to complete the reconstruction of the bridges going across that floodway, before it can be used.

Senator OVERTON. What progress has been made in reference to the construction of the overhead bridges?

General ROBINS. For one highway bridge and one railway bridge, two of the most important ones, an agreement has been reached and the work will be done on those right away. On the others, agreements have not been reached with the railroads. They want much better crossings than appear to be necessary. But upon the completion of the main railroad bridge and the main highway bridge, the floodway could be used without interrupting traffic, as far as the public is concerned. It wouldn't interrupt communications, because we would have those two bridges and they could be used.

Senator OVERTON. With what railroad has that agreement been entered into? Do you recall that now?

General ROBINS. I could put it into the record, Senator. I don't remember just now.

Senator OVERTON. All right. Has the contract been executed between the Government and the railroad company?

General ROBINS. I understand it has, and that the work is about to be advertised.



Senator OVERTON. You can verify that?

General ROBINS. I can verify that and put it in the record; yes, sir.

(The information requested is as follows:)

The guide levees of the Morganza floodway have been practically completed except for gaps at highway and railway crossings and that left in the north guide levee for the Bayou Latenache drainage structure on which construction is underway.

Elevated crossings are to be constructed over the Morganza floodway, to carry three railways and two highways, namely, the Texas & Pacific branch line and Louisiana Highway No. 30 across the upper end of the floodway; the Texas & Pacific main line across the middle of the floodway at the latitude of Melville; and the New Orleans, Texas & Mexico Railway, and United States Highway No. 190 across the lower end of the floodway at the latitude of Krotz Springs.

(a) Negotiations for the embankment sections of all crossings have been completed, work is underway on the embankment approaches for State Highway No. 30 and the Texas & Pacific branch line, and a contract for the construction of the embankment section for the New Orleans, Texas & Mexico crossing was awarded in March.

(b) Negotiations for the trestle sections of both highway crossings and for the New Orleans, Texas & Mexico railway crossing have been completed and preliminary work started at the New Orleans, Texas & Mexico railway crossing.

(c) Negotiations for the trestle sections of the Texas & Pacific main line and branch line have not been completed and are at present static.

Senator OVERTON. About how long will it take to complete the railway bridge and the highway bridge, after the contract has been let?

#### AMOUNT IN BILL FOR MORGANZA FLOODWAY

General ROBINS. I should say about a year, sir.

Senator OVERTON. About a year; all right. What allocation has been made for the Morganza this year—the break-down?

General ROBINS. That is \$3,900,000.

Senator OVERTON. Is that sufficient to provide for the overhead highway crossing?

General ROBINS. It will be for those that are ready to go ahead. We have some money already available for that, Senator.

Senator OVERTON. Is it your judgment that that is a sufficient allocation for the coming fiscal year in reference to the Morganza floodway?

General ROBINS. I think it will be. Of course, you never can tell when the agreements will be reached with the railroads, but it will take care of the present situation as far as we can go ahead.

Senator OVERTON. Are these allocations in reference to the lower Mississippi Valley tentative, and can the Chief of Engineers change them from time to time?

General ROBINS. Yes, sir; he can. They are just tentative allocations of the \$22,000,000. If we needed more money on any item, we could switch it over.

Senator OVERTON. Now, off the record.

(Discussion off record.)

#### FORT SUPPLY RESERVOIR, OKLA., PROJECT

Senator THOMAS. Let me ask you another question or two. I mentioned a little while ago that the Lugert-Altus project was a cooperative project being built with joint funds furnished by the Board of Engineers and the Reclamation Service. You are now building a



flood-control work at Fort Supply. That is even farther west than Lugert-Altus, and it is in an even drier climate, with less rainfall.

#### POSSIBILITY OF USING DAM FOR IRRIGATION PURPOSES

I inspected the Fort Supply construction works last November, and it seemed to me that the dam is being so constructed that it could be easily converted into what might be termed by myself a rather perfect irrigation project. In other words, the dam is being built with large gates that can be opened and closed, and when closed, the floodwater will be caught and retained until the gates are opened, or unless there is sufficient water that it runs over the spillway. Below the dam, along the creek, and along the river down the stream—I think the North Canadian, but whatever its name is—there is ample land that is badly in need of water.

Have the engineers considered any proposal to retain that water and let it down at a given time so that it might be used or useful down below for irrigation purposes?

General ROBINS. Do you mean a proposal from the Bureau of Reclamation?

Senator THOMAS. Yes; either that or from your own knowledge of the situation and the needs of that country.

General ROBINS. My recollection is that when that project was set up, the benefits to irrigation were considered, as well as the flood-control benefits.

Senator THOMAS. The representatives of the Reclamation Bureau are present and I wanted to get a statement from you, if I could, as a foundation for asking one or two questions of those representatives.

#### CANTON RESERVOIR, OKLA., PROJECT

##### USE OF DAM FOR IRRIGATION PURPOSES

In the making of the specifications for the Canton Dam, still farther down the same river, the North Canadian, has the possibility of irrigation use there been considered by your Department?

General ROBINS. Yes, sir; very thoroughly.

Senator THOMAS. Then it seems that these three projects—the Lugert-Altus, the Canton Reservoir, and the Fort Supply—may each have irrigation possibilities in a country where irrigation is necessary to the maintenance of farms and the livelihood of the people in that section.

#### JOINT USE OF PROJECTS POSSIBLE SO LONG AS THERE IS NO INTERFERENCE WITH FLOOD CONTROL

General ROBINS. Yes, sir; they are all what you might call multiple-purpose projects and could be used for the joint benefit of irrigation and flood control.

Senator THOMAS. In the event the Reclamation Service, after investigation, should find the farmers want the water and are willing to pay for it, which would make it feasible and economically sound, it would be the viewpoint of the War Department, as far as you understand, to look with favor upon the joint use of the projects?



General ROBINS. Yes, sir; as long as the joint use did not interfere with the operation of the reservoirs for flood control. In that case I think if those reservoirs are converted for irrigation use, other reservoirs should be substituted to take care of the flood control.

Senator THOMAS. The rainfall in that area is very light, and when it comes it all comes at once, as a rule.

Senator ADAMS. Senator Thomas, off the record—

(Discussion off record.)

Senator THOMAS. That is the foundation I wanted to place in the record.

#### WAR DEPARTMENT'S POLICY IS TO COOPÉRATE IN EVERY WAY WITH OTHER AGENCIES

General ROBINS. It is the policy of the War Department to cooperate with the Bureau of Reclamation and all other agencies, such as the Federal Power Commission, to get the greatest multiple use we can out of all these reservoirs.

Senator THOMAS. Of course, in that dry country there is no possibility of water power being developed?

General ROBINS. No, sir; there is no power question in regard to any of those projects.

Senator MALONEY. Mr. Chairman, may I ask General Robins a question?

Senator THOMAS. Go right ahead.

#### HARTFORD, CONN., PROJECT

##### REFUND OF FUNDS ADVANCED BY LOCAL AUTHORITIES

Senator MALONEY. General, I had a letter this morning from a local flood-control commission at Hartford, Conn., in connection with a project under construction there, pointing out that the local authorities, in connection with an agreement with the Army Engineers, had advanced a special fund of \$250,000 for some project, and asking me if some arrangements could now be made for the refund of that money. I am not completely familiar with the situation. I understand the city itself put up an additional \$500,000 for the work. Would it be proper to request this \$250,000 in this bill?

General ROBINS. That money was contributed for relocation of the levee around the power plant here at Hartford.

Senator MALONEY. That is right; yes.

##### RELOCATION OF LEVEE NOT YET AUTHORIZED BY CONGRESS

General ROBINS. Expecting it to be subsequently authorized, I think there is a new report on the Connecticut River, now pending before Congress which, if adopted, would authorize the levee relocation in question.

Senator MALONEY. Yes.

##### REFUND CANNOT BE MADE UNTIL AUTHORIZED BY CONGRESS

General ROBINS. And then the local interests could be reimbursed if Congress desired to do so. But at the present time we couldn't reimburse them.



Senator MALONEY. General, what was the \$250,000 expended for?

General ROBINS. The local interests contributed the money—and I think I am correct in this—because the levee was inside the power plant, originally, and they wanted the power plant protected.

Senator MALONEY. Yes; that is it.

General ROBINS. But the project had to be changed, to have the levee run around; and, without waiting for the project to be changed by Congress, the local interests contributed the money. When the project is authorized with the levee outside the power plant, they can apply for reimbursement.

Senator MALONEY. And at that point is it necessary to get a special appropriation for them, or do you have those funds?

General ROBINS. Well, if Congress authorizes in a flood-control bill the project and the reimbursement of the local interests, then we would take it out of our lump sum fund.

Senator MALONEY. Is it likely or proper that the request for the new alinement of the levee will be taken up in connection with the flood-control bill upon which hearings are now being held in the House?

General ROBINS. Yes, sir.

Senator MALONEY. And that is the place to do it?

General ROBINS. That is the place to take it up.

Senator MALONEY. Thank you very much.

Senator THOMAS. If there are no further questions, I would like to ask a representative of the Reclamation Service one or two questions.

Thank you, General Robins.

## FLOOD CONTROL

### STATEMENT OF HARRY W. BASHORE, ASSISTANT COMMISSIONER, AND WESLEY R. NELSON, CHIEF OF ENGINEERING DIVISION, BUREAU OF RECLAMATION, INTERIOR DEPARTMENT

#### LUGERT-ALTUS FLOOD-CONTROL AND RECLAMATION RESERVOIR, OKLA.

Senator THOMAS. State your full name for the record.

Mr. BASHORE. Harry W. Bashore.

Senator THOMAS. What position do you hold with the Reclamation Service?

Mr. BASHORE. Assistant Commissioner of Reclamation.

Senator THOMAS. I have just placed in the record some statements relative to projects in the State of Oklahoma that might be considered cooperative projects of both the Board of Army Engineers and the Reclamation Service, with special reference to Lugert-Altus. Are you familiar with that project?

Mr. BASHORE. Yes, sir.

#### PRESENT STAGE OF DEVELOPMENT

Senator THOMAS. State for the record its present stage of development, if you will, please.

Mr. BASHORE. The present stage of development is that we are practically just getting started on the construction of the dam. That is due to the fact that we had to get a finding of feasibility under the Reclamation Project Act of 1924 before we could undertake any exten-



sive program. That finding of feasibility has been made and our work is getting a good start at this time, principally in the opening up of a granite quarry for the construction of a masonry dam.

#### FUNDS MADE AVAILABLE FOR PROJECT

Funds have been made available from flood-control appropriations, \$500,000, and out of our regular reclamation fund appropriation, \$500,000—or a total of a million dollars. Of that amount, we have expended \$364,000, leaving available \$635,000 for the work during the balance of the fiscal year 1941 and 1942. Monthly expenditures are now about \$60,000.

Senator THOMAS. Under the agreement between the Reclamation Service and the War Department, it was understood, as I understand it, and provided that the flood control would contribute the sum of \$1,130,000 for the construction of the dam proper, on the theory it would be worth that much as a flood-control work. Does that conform to your understanding?

Mr. BASHORE. Yes; that is correct, Senator.

Senator THOMAS. Of that sum, how much has been appropriated?

Mr. BASHORE. Of that sum, \$500,000 has been appropriated.

#### REMAINING AMOUNT TO BE PROVIDED FROM FLOOD-CONTROL APPROPRIATION

Senator THOMAS. And the sum of \$630,000, then, is yet to be provided?

Mr. BASHORE. The sum of \$630,000 is yet to be provided.

Senator THOMAS. Under the present status of the work and the contemplated program during the coming year, will that \$630,000, all or any part of it, be necessary to carry on the contemplated work?

Mr. BASHORE. At least a part of it will be necessary to carry on the contemplated program.

#### AMOUNT REQUIRED FOR 1942

Senator THOMAS. How much, would you say, would be absolutely necessary?

Mr. BASHORE. I would say three-fourths of it will be absolutely necessary. Purchases of lands required for the Lugert Reservoir alone will require \$240,000. Relocations of two railroads and one main highway will require about \$250,000.

Senator THOMAS. Then this bill, in your opinion, should provide that amount of funds in order to enable your Department to go ahead with the agreement you have in existence?

Mr. BASHORE. Yes, sir; that is correct, Senator, because the expenditure of this flood-control money must be limited to the construction of the reservoir itself.

Senator THOMAS. The large gates and distributing works, for the purpose of irrigation, they are to be paid for entirely by the Reclamation Service?

Mr. BASHORE. They will be paid for by the Reclamation appropriation and the contribution from W. P. A.

Senator THOMAS. That will be considered, of course, in the Interior bill?

Mr. BASHORE. Yes, sir.



## FORT SUPPLY, OKLA., PROJECT

Senator THOMAS. In regard to the Fort Supply project, state for the record what, if anything, has been done by your Department in making either preliminary or final surveys for possible irrigation works below the dam.

Mr. BASHORE. We have had under consideration certain areas below the dam which might offer favorable opportunities for irrigation, and one area in particular about 25 miles downstream.

Senator THOMAS. In order to irrigate that land and other land that might be selected, it would be necessary to have some kind of an understanding or working agreement with the flood-control people?

Mr. BASHORE. Yes, sir; that is correct. It would be necessary for the Corps of Engineers to agree that a certain capacity of the reservoir might be used for irrigation purposes.

Senator THOMAS. That is my purpose in having you testify in connection with this bill, not that we expect to get any money from the flood-control people for construction purposes but in order to get the matter before the Corps of Engineers so that something in the future may be developed.

## CANTON RESERVOIR, OKLA., PROJECT

In regard to the Canton project, as I understand from the record, there was appropriated last year for the construction of the Canton project \$1,854,000; and there is a tentative allocation in this bill for the present year, 1942, of \$1,800,000, which would make it appear that this project is now actually under construction.

Is that correct, that the Canton project is now actually under construction?

General ROBINS. Yes, sir.

Senator THOMAS. That is my understanding.

## USE OF WATER FROM CANTON DAM FOR IRRIGATION PURPOSES

Has your Department made any surveys in connection with the Canton Dam for using the water for irrigation purposes?

Mr. BASHORE. Yes, sir; our Department has made surveys on about eight or nine, and this is one of them.

## OTHER PROJECTS UNDER CONSIDERATION AS POSSIBLE IRRIGATION PROJECTS

Senator THOMAS. What other projects have you in mind now for consideration as possible irrigation projects?

Mr. BASHORE. Senator, I believe I will call on Mr. Nelson for that.

Mr. NELSON. We are making general surveys along the Canadian and the Red in that area. That work is nearing completion, and we expect to have reports on it in the very near future. It will cover several projects. We do not have specific information as to which ones they are, but there were general surveys along those rivers.

Senator THOMAS. That is in what is known as the so-called Dust Bowl, is it not?

Mr. NELSON. That is true.



Senator THOMAS. All those projects out there—Hulah, Optima, and the others—have been surveyed and approved and construction authorized, but nothing so far has been done in connection with the work. The only purpose for bringing this up in connection with the civil functions bill is to have such projects as have joint value participated in by both of the agencies or departments, the Corps of Engineers and the Reclamation Service.

Mr. BASHORE. I would like to say, Senator, we are receiving full cooperation from the Army on any of these multiple projects. Our findings must be coordinated before making final submission of a report.

#### APPROPRIATION FOR SURVEYS IN DUST-BOWL AREA

Senator THOMAS. Some time ago the Congress appropriated \$250,000 for making surveys in the so-called Dust Bowl area for reclamation purposes. Has that money all been expended?

Mr. BASHORE. Yes; it has been expended.

Senator THOMAS. Has the Department funds now available for continuing these preliminary surveys?

Mr. BASHORE. Yes; I think we have or will have funds for continuing the preliminary surveys.

Senator THOMAS. I think that completes the information I wanted in this record at this time. I thank you, Mr. Bashore and Mr. Nelson.

### FLOOD CONTROL

#### STATEMENT OF NEWT V. MILLS, MEMBER OF CONGRESS FROM THE STATE OF LOUISIANA

##### BAYOU DE GALLION AND BAYOU LA FOURCHE

##### REMOVAL OF SNAGS AND OTHER DEBRIS

Mr. MILLS. Mr. Chairman and gentlemen of the committee, I hope you will have a sympathetic feeling in our interest and, speaking economically, we believe our interest is worthy of your consideration.

This is a map of Louisiana [exhibiting map] and I represent the northeast portion of the State. You will observe this is the Mississippi River, and my congressional district is composed of 14 parishes, as marked off in blue.

##### REPORTS ON PROJECTS

We asked the War Department to make surveys of Bayou De Gallion and Bayou La Fourche and the Chief of Engineers submitted favorable reports on each of these bayous and I would like to submit as part of my statement these reports.

##### BAYOU DE GALLION

WAR DEPARTMENT,  
OFFICE OF THE CHIEF OF ENGINEERS,  
Washington, December 9, 1940.

Refer to File No. 7402 (De Gallion Bayou, La.)—1.

Hon. NEWT V. MILLS,

*House of Representatives, Washington, D. C.*

MY DEAR MR. MILLS: Reference is made to your telephone conversation with this office on October 28, 1940, during which you inquired as to the possibility of



undertaking a project for snagging and channel clearing for flood control on Bayou De Gallion, La. Immediately upon receipt of your call, the Department requested Brig. Gen. Max C. Tyler, the division engineer, Lower Mississippi Valley Division, and Maj. Samuel D. Sturgis, Jr., the district engineer, Vicksburg, Miss., to submit a full report as to the possibility of initiating this desired work during the present fiscal year pursuant to the authorization for snagging and channel clearing contained in section 2 of the Flood Control Act approved August 28, 1937, as amended by section 1 of the Flood Control Act approved August 11, 1939.

General Tyler and Major Sturgis now inform me that they have thoroughly investigated the conditions prevailing along Bayou De Gallion and they find that beneficial improvement work can be undertaken at various localities in that stream between its mouth and a point about 27 miles upstream therefrom, where an existing drainage canal diverts a part of the flow into nearby Bayou Bonne Idee. They state that this work would be beneficial not only in alleviating flood damage, but also in improving the drainage situation on adjacent and nearby bottom lands.

This office has given careful consideration to the improvements proposed by General Tyler and Major Sturgis, and has investigated the possibility of providing funds for that work during the fiscal year 1941. I regret to inform you that since the allotments already made for other important snagging and channel clearing projects elsewhere in Louisiana and at other localities throughout the United States have taken the entire amount of the \$300,000 which the above-mentioned acts authorize for the current fiscal year, it is not possible to provide at this time the funds needed for the proposed work on Bayou De Gallion. I wish to assure you, however, that the Department is entirely aware of the flood control problem on Bayou De Gallion and that when the appropriations for the Department's flood control work in the fiscal year 1942 become available, full consideration will be given to providing funds for undertaking the proposed project on that stream.

Very truly yours,

J. L. SCHLEY,  
*Major General,  
Chief of Engineers.*

#### BAYOU LA FOURCHE

WAR DEPARTMENT,  
OFFICE OF THE CHIEF OF ENGINEERS,  
*Washington, April 15, 1941.*

HON. NEWT V. MILLS,  
*House of Representatives, Washington, D. C.*

MY DEAR MR. MILLS: Please refer to your letter of January 30, 1941, in which you requested that the Department sponsor a drainage project for Bayou de Gallion, La., and undertake an investigation of Bayou La Fourche in Ouachita and Richland Parishes, La., with a view to draining the latter bayou. In the Department's reply of February 5 you were furnished information on the proposed project for Bayou de Gallion, and you were advised that further data with respect to the advisability of undertaking flood-relief measures on Bayou La Fourche would be furnished you upon receipt of a report on that subject from Brig. Gen. M. C. Tyler, the division engineer, lower Mississippi Valley division.

I have now received that report which indicates that it would be feasible to undertake channel clearing in, and the removal of snags and other debris from, Bayou La Fourche between its mouth and the Crew Lake outlet at mile 58.3 above that mouth. It is believed that this work would be beneficial both in reducing flood damages along the bayou and in improving the drainage of adjacent cultivated benchlands on both sides of the valley by securing a more rapid run-off of local floodwaters. Additional benefits might also be obtained from this work by the improvement of sanitary conditions at some points.

As you will recall, the Department's letter of February 5 informed you that the allotments already made during the present fiscal year to projects for snagging and clearing on streams in Louisiana and throughout the United States have used up the entire amount of the \$355,000 which was made available to the Department for the purpose during this fiscal year pursuant to authorizations contained in section 2 of the Flood Control Act approved August 28, 1937, as amended by section 1 of the Flood Control Act approved August 11, 1939, and in the First Supplemental Civil Functions Appropriation Act approved



October 9, 1940. For that reason it will not be possible at this time to provide funds for the desired work on Bayou La Fourche. I may assure you, however, that the Department is fully aware of the flood conditions on Bayou La Fourche and that careful consideration will be given to the possibility of including the proposed work on that stream as a part of its snagging and clearing program for the fiscal year 1942 when the appropriations for the Department's flood-control work for that fiscal year are made available.

Very truly yours,

THOMAS M. ROEINS,  
*Brigadier General,  
Assistant to the Chief of Engineers.*

#### EXCESSIVE RAINFALL

Mr. MILLS. Last year, beginning some time in April it began raining in northeast Louisiana. The Weather Bureau advised me this morning that the rainfall in the month of April in a certain portion of my district was  $16\frac{1}{2}$  inches above normal. So that due to excessive rains in northeast Louisiana we had a complete crop destruction. As a result, the Federal Surplus Marketing Administration had to go into my district and feed approximately 48,204 families.

#### DISTRIBUTION OF SURPLUS COMMODITIES IN AREA

In the month of September 1940 the Federal Surplus Marketing Administration shipped 645 carloads of commodities to Louisiana. This 645 carloads didn't all go to northeast Louisiana. But during the highest peak of the winter months, as will be shown from a letter I inserted in the Congressional Record under date of April 15, 1941, signed by Donald C. Galehouse, in charge of the distribution of commodities, 48,204 families had to be supported in northeast Louisiana.

The Federal Surplus Marketing Administration fed a certain percent of my people more than 5 months. To make a conservative statement, if they were fed 5 months, that would mean there was over a million dollars spent for commodities to care for the people in my section.

We believe if the recommendations of the Chief of Engineers are executed this will help to eliminate future floods in this particular area.

Senator THOMAS. Just how will it affect them, in your opinion?

Mr. MILLS. I believe in part, Senator, it will go a long ways toward giving us drainage relief

#### AMENDMENT PROPOSED

We trust the committee will give us \$50,000 and here is an amendment we propose. I would like to give each Senator a copy, but I am sorry I only have two copies.

Senator THOMAS. Would you mind reading it into the record?

Mr. MILLS. We would amend H. R. 4183 as follows:

On page 8, line 10, strike out "71,129,000" and substitute therefor "71,179,000."

Insert on line 25, immediately after "other necessary expenses," the following clause:

*Provided further, That the sum of \$50,000 of this appropriation shall be made available for an additional amount for removing accumulated snags and other*



debris and clearing channels in navigable streams and tributaries thereof in the State of Louisiana to be additional to the amount authorized for this type of work by section 1 of the Act of August 11, 1939 (53 Stat. 1414).

Gentlemen, I believe that is about all I have to say, unless you have certain questions. We certainly need some drainage help.

#### LOCAL COOPERATION

Senator ADAMS. How much have the local people done to provide drainage?

Mr. MILLS. I believe the Senator is probably better versed on that. Up to 1928, as I remember, it was necessary for the local interests to provide all the flood protection.

Senator ADAMS. My inquiry is why, if \$50,000 will take care of such a disastrous situation, the local people haven't taken care of it rather than submit to the damage?

Mr. MILLS. Senator, I would like to answer the question by stating that until Congress recognized flood protection was a national problem my people did spend millions of dollars toward the construction of levees and the drainage of lands.

Senator OVERTON. Was this proposal submitted to the committee in the House? Did you appear before the committee in the House?

Mr. MILLS. No. The Chief of Engineers did not submit the report of Bayou La Fourche until April 15, 1941, and the War Department civil-functions bill passed the House March 27, 1941.

Senator OVERTON. The reason you did not appear before the House subcommittee was because the Chief of Engineers had not submitted his report in regard to Bayou La Fourche at the time the House subcommittee was considering this matter?

Mr. MILLS. The Senator is absolutely correct; the Chief of Engineers did not submit the report of Bayou La Fourche until April 15, 1941, and this is April 22.

Senator THOMAS. We thank you for your statement.

#### AMOUNT IN BILL FOR SNAGGING WORK PURSUANT TO SECTION 2 OF ACT OF AUGUST 28, 1937, AS AMENDED

Senator OVERTON. Possibly we can ask General Robins about it. This bill, as it comes from the House, carries \$300,000?

General ROBINS. Yes, sir.

Senator OVERTON. The difficulty, I think, with which this committee will be confronted is whether this will be legislation on the appropriation. The \$300,000 allocation, as submitted by the Chief of Engineers, is predicated on a provision of the act approved in 1937. I think it was—August 28, 1937.

General ROBINS. Section 2 of the Flood Control Act, approved August 28, 1937, as amended.

Senator OVERTON. Section 2 provides that the Secretary of War is authorized to allot not to exceed \$300,000 from any appropriations heretofore or hereafter made for any one fiscal year for flood control, for removing accumulated snags and other debris and clearing channels in navigable streams and tributaries thereof when in the opinion of the Chief of Engineers such work is advisable in the interest of flood control; provided that not more than \$25,000 shall be allotted



for this purpose for any single tributary from the appropriations for any one fiscal year.

Congress has authorized \$300,000 to be spent on navigable streams or tributaries thereof, on channel clearance throughout the United States. Whether we can add to the \$300,000 without being confronted with the point of order that we are legislating in an appropriation bill, is a question I think ought to be submitted to this committee.

Mr. MILLS. I appreciate the Senator's statement on the subject. Of course, a point of order can be made against this \$50,000, but I trust that no point of order will be made.

#### NEED FOR APPROPRIATION

Senator OVERTON. Mr. Chairman, I have no doubt, from my familiarity with this area, that an appropriation is needed, and this work is very important. It is true that last year there was an excessive rainfall when a great deal of damage was inflicted on the crops and on property in that area. It is largely due to the fact, as I take it, that the drainage has been interrupted by levee construction on the main stem of the Mississippi River, and these tributary streams have become clogged with debris and with snags and other interruptions of drainage. There are also other bayous and other areas of Louisiana that also require channel clearance. In south Louisiana, there are a number of them which also suffered from excessive rainfall.

I should like very much to see an appropriation made, far in excess of \$50,000, to undertake to meet this situation. The question with me is, however, whether we would not be legislating in an appropriation bill. We can do that, but I think you would have to authorize the chairman to present the amendment.

Senator THOMAS. Has this particular project been surveyed and recommended and authorized by the Congress for improvement?

#### EXTENT OF AUTHORIZATION IN EXISTING LAW

Senator OVERTON. No; it has not. The Chief of Engineers has reported it, but there has been no authorization by the act of Congress.

General ROBINS. No, sir. The surveys were made, Senator Overton, under the \$300,000-a-year authorization for work of this kind.

Senator THOMAS. How far would \$50,000 go toward affording the relief desired?

#### PROJECTS ON WHICH \$50,000 REQUESTED WOULD BE SPENT

General ROBIN. Fifty thousand dollars is the most, under the law as it now stands—\$25,000 on any one stream in any one year—and \$50,000 would allow the work to be prosecuted, although it would not complete all the necessary work. The estimates are \$61,000 for Bayou De Gallion and \$90,000 for Bayou La Fourche.

#### BAYOU BONNE IDEE

Senator OVERTON. Did you make a report on Bayou Bonne Idee?

General ROBINS. Reports have either been made or being made on it.



Senator OVERTON. The reason I mention it is that I am in receipt of quite a number of communications, some of them recommending that appropriations be made for Bayou Bonne Idee as well as Bayou De Gallion and Bayou La Fourche.

AMOUNT THAT COULD BE SPENT ON LOUISIANA STREAMS

General ROBINS. We could spend \$300,000 alone, Senator, on those streams down there.

Senator OVERTON. Yes.

General ROBINS. It is very difficult to divide up \$300,000 all over the United States.

Senator OVERTON. Are those the only streams down in Louisiana that need channel clearance?

General ROBINS. No; there are lots of others.

Senator OVERTON. In south and central Louisiana?

General ROBINS. All through that country.

Senator OVERTON. How much could you use in Louisiana alone, properly and economically, in this fiscal year?

General ROBINS. I couldn't state offhand, but I should say, if you did all the work down there all the people wanted done——

Senator OVERTON. I mean that you feel that the Chief of Engineers could recommend.

General ROBINS. You mean out of the \$300,000?

Senator OVERTON. No; it would require much more than \$300,000. Suppose Congress were to make an appropriation.

General ROBINS. I would say at least \$200,000.

Senator OVERTON. In Louisiana alone?

General ROBINS. Yes.

Senator OVERTON. That would call for an increase of \$200,000 over and above the appropriation. Is that allocation of \$300,000 at all sufficient to meet the demands that you consider meritorious throughout the United States in channel clearance?

General ROBINS. No, sir; we have always had to defer work on some streams.

EXTENT OF AUTHORIZATION IN EXISTING LAW

Senator OVERTON. Do you know of any other authorization for the use of any funds for this purpose, except that contained in section 2 of the act of August 28, 1937, as amended?

General ROBINS. No, sir; there are no other funds that can be used for that.

Senator OVERTON. That is the limitation of \$300,000?

General ROBINS. That is the limitation of \$300,000 a year and \$25,000 on any one stream.

COOPERATION WITH W. P. A.

We have been doing most of that work down in Louisiana and Mississippi in cooperation with the W. P. A. projects, which makes the money go farther.

Senator THOMAS. All right, Congressman; thank you.

Senator Bailey, we will take up your item now.



## RIVERS AND HARBORS

STATEMENT OF HON. JOSIAH W. BAILEY, A UNITED STATES  
SENATOR FROM THE STATE OF NORTH CAROLINACHANNEL FROM MANTEO TO OREGON INLET, N. C., AND SILVER LAKE  
HARBOR, N. C.

Senator BAILEY. I call attention to the amendment proposed by myself for the improvement of Silver Lake Harbor, N. C., and to provide a channel from Manteo to Oregon Inlet, as authorized by the act approved October 17, 1940, at a cost of \$105,000. I understand Mr. Bonner was here this morning and stated the facts.

I am perfectly familiar with the Silver Lake Harbor and also the Oregon Inlet Channel. If you will look on your map, you will find from Cape Henry and Cape Charles, the inlet above Norfolk, to the harbor of refuge at Cape Lookout on our Atlantic coast, there is a distance of about 250 miles. Small boats in that stretch of water have no protection whatever in the event of storms or hurricanes. The inlet at Oregon Inlet is very dangerous, treacherous, and shoally. I have been through it many times.

Senator HAYDEN. That is a hazardous coast and is noted as a very stormy coast.

Senator BAILEY. There is a wreck off there this morning. There is a reason for that; I won't take it up in detail now, but will just say that we are going into the business of patrolling our coast with small boats under the supervision of the Coast Guard and are building a great many. But a small boat can't do much patrolling from the Virginia capes to Cape Lookout, unless you have some harbor in between for it. All this proposition is to provide a harbor, first, at Silver Lake Harbor.

## SILVER LAKE HARBOR

Silver Lake Harbor is of extremely remarkable formation. It has all the appearance of a lake on the beach. You come through the inlet, where you have 12 feet of water, and get into Pamlico Sound, and just turn a little elbow there and you can pass into the neck of about a 150-acre lake. But it is very shallow. Small fishing boats rest on the bottom there at low tide. I have rested on the bottom there in a fishing boat. To get in there now, if your boat draws as much as 5 feet of water, you drag the bottom. I propose to deepen that so that the Coast Guard boats can come into this landlocked Silver Lake, which would provide a first-class harbor for them.

## IMPORTANCE OF PROJECT TO THE COAST GUARD

We are building one of the finest Coast Guard stations in the country at Ocracoke, which is located on the side of Silver Lake. I think it is very important and the Coast Guard people think it is very important to improve that harbor.



## OREGON INLET

Oregon Inlet is farther to the north, I should say about 60 miles, not over that. Going up the coast, there, you pass Hatteras. The Hatteras Inlet is extremely treacherous. You go up to the Oregon Inlet, which is about 30 miles below the Virginia line and therefore about 60 miles south of Cape Henry and Cape Charles. At that point, you have the Pamlico Sound, but the Pamlico Sound is very shallow and this channel is quite crooked. It is proposed to straighten the channel.

At that point, the Pasquotank River coming out from Elizabeth City by way of Roanoke Island gets into the sound, and down the Pasquotank River comes the Coast Guard boat from the Coast Guard base at Elizabeth City. Once you have a fair channel, you can go right up the Pasquotank River, where you are perfectly secure.

So these are two very small projects as far as cost is concerned, but extremely important under the existing circumstances. I think they would be important under any circumstances. But we have brought them forward, and I am pressing them at this time because of the peculiar value to the Coast Guard in its patrol work due to the unusual circumstances under which we are trying to carry on.

Senator THOMAS. Is the amendment in printed form?

Senator BAILEY. Yes; I have just read it.

Senator THOMAS. Has it been placed in the record?

Senator BAILEY. Yes.

Senator THOMAS. Have the two projects been approved?

Senator BAILEY. The two projects have been approved by the engineers and authorized by the Congress. I would greatly appreciate this. Those people are tremendously anxious about it, and the Coast Guard, too.

I will just add one word. North Carolina has received less money per capita on relief—and that is agricultural relief, P. W. A., W. P. A., C. C. C., and the Youth Administration—than any State in the American Union. Our average is \$48 per capita. That goes back to 1933. The national average is \$108. Our people are continually after us for not getting anything for them down there, and they are printing these statistics against us as evidence of my negligence. However, I don't think I am negligent.

Senator ADAMS. It is evidence of prosperity down there, on which they ought to be prosecuted.

Senator BAILEY. The President says we are economic problem No. 1; but I don't think that is true of our State.

## DEVELOPMENT OF NAVAL AVIATION IN AREA

Senator HAYDEN. Isn't it true that in connection with the activity of the Coast Guard in that area there is a certain amount of naval aviation being developed?

Senator BAILEY. Oh, yes; we are going to have this marine base, we think, in Onslow County, about 70 miles below. It is supposed there will be a dirigible base in Pamlico. That will be about 35 miles west of Ocracoke.



Senator HAYDEN. If the naval aviation and the stations are to be served, the Navy would transport its supplies by water and would use these facilities, is the point I would make.

Senator BAILEY. Yes; and that is supported by our history, to the effect that the Revolutionary Army of George Washington was supplied through Ocracoke Inlet from the Atlantic Ocean. But the main point, in my mind, is the safety. You have a long stretch of ocean there, and if you are out in it and can't get back, you are apt to be wrecked in those tremendous waves off that coast.

That is all I have to say, gentlemen. I hope you will give it your utmost consideration. Thank you.

#### AMOUNT REQUESTED FOR PROJECTS

Senator THOMAS. The one item is the channel from Manteo to Oregon Inlet, at an estimated cost for the project of \$45,000 complete?

Senator BAILEY. That is for one, the channel.

Senator THOMAS. The other is for improvements at Silver Lake Harbor, which is \$60,000 complete? In other words, if those two items are approved and those two amounts are appropriated, it is estimated they will be sufficient to do the work?

Senator BAILEY. Yes; that is in my amendment, \$105,000 for the two.

Senator HAYDEN. I think perhaps the chairman is pointing out that if you do the work once, it is done.

Senator BAILEY. Yes; Silver Lake cannot build up. I think the waters of Pamlico Sound are sufficiently stable that it will not be necessary to do additional work on the channel, though it may be necessary to work on the channel through the inlet itself, because it is a very shoally inlet.

Senator THOMAS. Does that complete your presentation?

Senator BAILEY. That is all, and I am very much obliged to you gentlemen for hearing me.

Senator THOMAS. Thank you for your time before the committee.

#### THE PANAMA CANAL

#### FURTHER STATEMENT OF CHARLES F. WAHL, PRESIDENT AND LEGISLATIVE REPRESENTATIVE, CANAL ZONE CENTRAL LABOR UNION

##### EMPLOYMENT IN CERTAIN POSITIONS IN THE CANAL ZONE

Senator THOMAS. At the last meeting, I think you suggested you would have a concrete, definite proposal to make?

Mr. WAHL. Yes, sir.

Senator THOMAS. To be submitted to the subcommittee at this time.

Mr. WAHL. Yes, sir.

Senator THOMAS. Do you have your statement ready?

Mr. WAHL. I have that here, and the changes to the section 2 of the bill, subsection 5. Do you want me to quote it?

Senator THOMAS. I think perhaps you should read it into the record.



Mr. WAHL. Yes, sir.

Senator THOMAS. So that it will be a matter of record.

Mr. WAHL. I would like to attract your attention to that subsection 5 of section 2:

that all citizens of Panama and the United States rendering skilled, technical, clerical, administrative, executive, or supervisory service on the Canal Zone under the terms of this Act (a) shall normally be employed not more than forty hours per week.

#### AMENDMENT REQUESTED TO SUBSECTION (5) (A) OF SECTION 2

##### 40-HOUR WEEK AND OVERTIME

Just that one single sentence, "shall normally be employed not more than forty hours per week," is a little ambiguous, and in order to clarify that language I have requested a change to this language:

shall normally be employed forty hours per week and all time worked in excess of eight hours per day or forty hours per week shall be compensated for at not less than one and one-half times the regular rate of pay.

As I explained last Friday, practically the same language has been incorporated in all the defense measures at the request of the President, and I am merely asking for a continuation of the same thing in this particular bill.

#### RATES OF PAY AND 25-PERCENT WAGE DIFFERENTIAL

Then, to go on:

shall receive rates of pay as paid in continental United States for comparable service plus 25 per centum as now paid generally to Canal employees on the "Gold Roll" and such rates shall be applied in the manner now prevailing for Canal employees who are under the terms of section 23 of Public, Numbered 141, Seventy-third Congress.

#### PROVISION FOR VACATION, RETIREMENT, ETC.

That is the original Thomas amendment and merely makes the application of the 40-hour week coincide with the intent of the Thomas amendment. And then it goes on to prescribe that—

all employees occupying the positions described in Section 1 of this Act shall receive the vacation, retirement, commissary, transportation, and other allowances now in effect for employees of the Canal on the "Gold Roll."

#### AMENDMENT REQUESTED TO PROVISION PROVIDING FOR PRESIDENTIAL DISCRETION IN APPLYING SECTION 2

That would be clarifying language to that subsection 5. The last proviso, which permits the President to suspend the entire section 2 during time of emergency, I am asking to be changed as follows:

That the President may suspend compliance with this section, excepting subsection 5, in time of war or national emergency if he should deem such course to be in the public interest.

That is, he can suspend any part of the section except this section pertaining to the 40-hour week. I don't believe he really wanted to suspend that when he issued the Executive order to suspend this year;



but, it being written all in one single amendment, he had no other recourse if he wanted to suspend the alien part of it.

I am authorized to say to this committee that, after having discussed this matter with Mr. Snyder, the chairman of the committee of the House in this matter, having thought it only a matter of courtesy to go to him, he probably being one of the conferees, if you decide to make the change, I am authorized to say for him, that after examining this language briefly, he will be willing to give it his utmost consideration probably on the favorable side.

Senator THOMAS. Have you discussed the matter with the representatives of the Panama Government?

Mr. WAHL. No; I haven't discussed this with them; but representatives of our organization on the Isthmus have.

Senator THOMAS. What was the reaction of the Governor?

Mr. WAHL. The Governor seemed to be somewhat sympathetic with the 40-hour week. He made a statement to the acting chairman of the Central Labor Union on the Isthmus that he realized the 40-hour week was here to stay and there was no reason why it shouldn't be in the law—something to that effect.

There is nothing in this new section that I have added that adds or subtracts anything, except that it defines the application of the 40-hour week more directly than it did in the original language.

Senator THOMAS. And then provides that under no conditions can the President set it aside?

Mr. WAHL. Yes. The last proviso is changed so that the President cannot suspend this section, which now is merely precedent.

Senator ADAMS. You don't think the President should have that authority, regardless of the emergency that might arise?

Mr. WAHL. No, sir; it isn't that I am questioning the authority he should have. But I do not believe he would have suspended the language of this particular subsection if it had not been included in the original section 2, which provides all aliens must be replaced by American citizens. That is the portion the Canal administration objected to.

Senator ADAMS. My inquiry is that even though an occasion of active war exists, and there was a bombardment of the Panama Canal, you don't think the President should have the authority to suspend this for the moment?

Mr. WAHL. He doesn't have to suspend it. We will work 40, 50, or 60 hours in case of emergency.

Senator ADAMS. That isn't my question. My question is whether you will trust the President to protect the interests of the people down there. I am just wondering why you feel you can't trust him on that.

Mr. WAHL. I would be perfectly willing to permit him to have that authority, if it was separate from the alien provision, because I don't believe he would have suspended this particular section. All the acts—and I have attached them to this letter—most of the acts made into law last year have the same provision in them. Here is one:

That under such regulations as the Secretary of War may prescribe, such hours may be exceeded, but compensation for employment in excess of 40 hours in any workweek, computed at a rate not less than one and one-half times the regular rate, shall be paid to such laborers and mechanics.

Then in another bill, a Navy appropriation bill, it says:

Notwithstanding the provisions of any other law, the regular working hours of the Navy Department and the Coast Guard and their field services shall be



8 hours a day or 40 hours per week during the period of the national emergency declared by the President—

and you see they are providing for this during the national emergency—

*Provided*, That under such regulations as the head of the Department concerned may prescribe, and where additional employees cannot be obtained to meet the exigencies of the situation, these hours may be exceeded: *Provided further*, That compensation for employment in excess of 40 hours in any administrative work-week computed at a rate not less than one and one-half times the regular rate shall be paid only to monthly, per diem, hourly, and piece-work employees—

which takes care of practically all of the groups working for the Department.

So all I am asking for is that we permit language in this amendment similar to that already enacted. It isn't that I am questioning the right of the President's authority.

Senator ADAMS. If you will check back, I don't suppose I have ever voted against a measure advocated by organized labor.

Mr. WAHL. Yes, sir.

Senator ADAMS. But my correspondence coming on my table now comes from boys drafted in service and from their parents and people who are just a little uneasy that we reach into their homes and their occupations and take them just on a subsistence basis, and disregard every element of their comfort and future—and at the same time we exercise such extreme care for wages and hours of the men not drafted.

I am merely calling attention to the fact that it is a matter coming up before the Congress.

Mr. WAHL. Yes, sir.

Senator ADAMS. I am just wondering as to the wisdom on the part of organized labor to ask these exactions at this particular time.

Mr. WAHL. Yes, sir.

Senator ADAMS. As I say, I don't think I have ever voted against a labor measure; but there is a flood of uneasy feeling in the country, and you gentlemen know that.

Mr. WAHL. We have approximately, well, say 3 000 employees during normal times, and possibly something over 5,000 employees down at Panama at the present time. The additional employees are taking care of the emergency. What we are asking for in the way of consideration is the same thing, practically, that is being taken care of in other legislation, and which also has been authorized and announced in proclamations by the President. We are not asking for anything that is exorbitant. You don't think it is exorbitant?

Senator ADAMS. I am only pointing out to you the contrast being drawn to you, the contrast between you and the boy being sent down to Panama with a gun, while here is a boy driving rivets. The boy with the gun is on duty 24 hours, at a mere subsistence wage, and they are taking a million and a half of those boys in the country and saying to them, "We need your services. Regardless of your convenience and future, we want your services."

If at the Panama Canal, suppose a bomb drops on the locks and you have to call in men to do repair work, the soldier we are drafting can be sent in there regardless of the hours or time or pay. I was just wondering if we want to say to the President, "You can't even suspend these regulations in order to meet this particular emergency, so far as the fellow freed from this military service is concerned."



Mr. WAHL. I don't believe you look at it the way the President did or the way I do, and that is that the President hasn't shown any inclination up until now to want to change any of the provision of the 40-hour week.

Senator ADAMS. Nobody is suggesting that.

Mr. WAHL. Yes.

Senator ADAMS. The only thing I am asking about is the wisdom of taking away from the President the right even to suspend it in case of war or great emergency, and you want to say to him, "No; my dear Mr. President, we want our regular schedules to apply even in an emergency."

Mr. WAHL. Well, you are right about that, because when there is a real emergency, Senator Adams, nothing is going to be able to compensate for the labor and the work the employees of the Panama Canal are willing to undergo. I happen to be an employee on the locks. We used to have, not periodically, but every once in a while, a complete transit of the fleet, just for experimental purposes. During the transit of that fleet, we go on duty, 10 hours on and 10 hours off, the whole force, and maybe some of them work longer hours than that; I don't know. But that is the standard hours of work during that period of time. Those hours are followed, during the transit of the fleet, which takes approximately 48 hours. But after the fleet is through, we have an accumulation of several days of ships, and continue the 10 hours on and 10 hours off, in order to put through the ships which have accumulated during that time, which probably takes 2 or 3 days longer—and never a word said about compensation. That is our job and we go ahead and do it.

In a similar emergency, should bombs drop and break up machinery, or something like that, there is no compensation that is going to pay for the efforts of those men, because they wouldn't accept it and wouldn't want it. That would be their natural job under those circumstances. It isn't a comparison of something that might happen, or in making a comparison between now and what might happen under an emergency. I would like to have you think of it in that respect.

Senator ADAMS. Yes; but you want to leave it up to the choice of the men and not to the choice of the President.

Mr. WAHL. I am trying to explain, Senator, that this section 2 contains both the replacement of aliens by American citizens, which is not considered advisable at this time, and the 40-hour-week provision. We don't want to lose the 40-hour week right by the President suspending it. But in order to suspend the alien replacement section of it, because of the present emergency, he has to suspend the 40-hour-week section.

#### SUGGESTED AMENDMENT TO PROVISION PROVIDING FOR PRESIDENTIAL DISCRETION IN APPLYING SECTION 2

Senator THOMAS. The latter part of the section provides that the President may suspend compliance with this section in time of war, and so forth. What would be your reaction to an amendment to that proviso something as follows: "That the President may suspend com-



pliance with this section or any provision thereof," which would give him the right to suspend 1, 2, 3, or 4, and so forth, or (a) or (b)?

That would obviate much of your objection, as I understand it. As it is now, you must suspend the section in toto or not suspend it.

Mr. WAHL. Yes.

Senator THOMAS. By that amendment would be given the right to suspend in toto, or the right to suspend any provision of section 2, such as subsection 5 or 6 or 4 or (b), but leave the balance of the section in force.

Mr. WAHL. That would be all right, Senator Thomas, if the President wasn't such a busy man so that he couldn't pay any attention to it. Such authority isn't taken upon the President by himself. I don't believe, but goes through a series of stages of, maybe, conferences and consultations and that sort of thing, and we don't know where it might end up at the end of it.

Senator OVERTON. If anything should be suspended, who would do the suspending?

Mr. WAHL. The President signs it.

Senator OVERTON. Your objection to the President is that the President is so busy he can't give it his attention? If any portion of it should be suspended in case of war or any great emergency, who would do the suspending? Congress?

Mr. WAHL. No.

Senator OVERTON. It would either have to be Congress, or—

Mr. WAHL. No. It would have to be the President.

Senator OVERTON. You objected to its being the President. What would be the answer? Who should do it?

Mr. WAHL. The same authority who would suspend it in the case of these two bills already passed, which I presume would be Congress.

Senator OVERTON. Do you think Congress would be in a better position to give detailed study to it than the President?

Mr. WAHL. Well, I don't know. I don't believe that you follow my line of thought.

Senator OVERTON. I think I do. Your line of thought is that it should not be suspended under any circumstances, isn't it? That is your line of thought, that neither the President nor the Congress can suspend it.

Mr. WAHL. That would be up to Congress, naturally. But what I am trying to explain is that what the President desired to suspend wasn't this 40-hour week section, I do not believe, and I don't believe he would object to our inserting a proviso that would limit that authority to certain sections of the bill.

Senator ADAMS. If he had the authority in the form Senator Thomas suggests, then he wouldn't suspend any of the other sections, if that is his viewpoint, and there would be no hazards in leaving him the authority.

Mr. WAHL. Well, that would be better than it is now.

Senator ADAMS. I think the chairman has made a very wise suggestion to you.

Senator THOMAS. I think the committee probably understands this just as well as is possible, and will have a chance to go into it further, perhaps tomorrow morning.

Mr. WAHL. I don't want to take up any more time, Senator Thomas, and since your suggestion is apparently acceptable to the



members of the committee this morning, I will subscribe to it. In the meantime, I will leave this communication with you.

(The communication referred to follows:)

PRESIDENT, AMERICAN FEDERATION OF LABOR BUILDING,  
Washington, D. C., April 21, 1941.

HON. ELMER THOMAS,

*Chairman, Subcommittee on Military Appropriations, United States Senate,  
Washington, D. C.*

DEAR SENATOR THOMAS: While testifying before your committee last Friday, April 18, regarding certain changes which are desirable in section 2 of H. R. 4183, the civil-functions appropriation bill, you requested that I make a definite statement in writing to the committee of the changes desired.

I would like to substitute the following for subsection 5 of section 2 of this bill:

"SEC. 5. All persons occupying any of the positions described in this section shall (a) normally be employed 40 hours per week and all time worked in excess of 8 hours per day or 40 hours per week shall be compensated for at not less than one and one half times the regular rate of pay; (b) receive rates of pay as paid in continental United States for comparable service plus 25 percent as now paid generally to Canal employees on the 'Gold Roll,' and such rates shall be applied in the manner now prevailing for Canal employees who are under the terms of section 23 of Public, No. 141, Seventy-third Congress; (c) all employees occupying the positions described in section 1 of this act shall receive the vacation, retirement, commissary, transportation, and other allowances now in effect for employees of the Canal on the 'gold roll.'"

I would also desire that the authority provided in the last paragraph permitting the President to suspend compliance with this section in time of war be changed to read as follows:

"*Provided further*, That the President may suspend compliance with this section excepting subsection 5 in time of war or national emergency if he should deem such course to be in the public interest."

The first change in subsection 5 is clarifying language for the purpose of applying the 40-hour week to Panama Canal employees and should be retained in the measure regardless of the right of the President to suspend certain provisions in the section. The precedent of the 40-hour week has been established in many places, including Public, No. 703, Seventy-sixth Congress, an act to expedite the strengthening of the national defense, which states in effect in subsection (b) of section 4 that "notwithstanding the provisions of any other law, the regular working hours of laborers and mechanics employed by the War Department \* \* \* shall be 8 hours per day or 40 hours per week" and provides for compensation at the rate of time and one-half in case such hours are exceeded.

Likewise in Public, No. 671, Seventy-sixth Congress, an act to expedite national defense and for other purposes. There is a provision in section 5 that the regular hours of the Navy Department and the Coast Guard and Field Services shall be 8 hours per day or 40 hours per week and also provide compensation at the rate of time and one-half in excess of 40 hours.

By this you will see that our petition to permit the President to suspend section 2 of H. R. 4183 should be limited only to certain paragraphs of this section.

Respectfully,

CHARLES F. WAHL.

Senator THOMAS. We appreciate your interest, because, after all, if any change is made for the better, it will come as the result of your appearance here.

(Discussion off record.)

We will stand recessed until 11 o'clock tomorrow morning.

(Whereupon, at 12:10 p. m., the subcommittee was recessed until 11 a. m. the following morning, Wednesday, April 23, 1941.)



# WAR DEPARTMENT CIVIL FUNCTIONS APPROPRIATION BILL, 1942

WEDNESDAY, APRIL 23, 1941

UNITED STATES SENATE,  
SUBCOMMITTEE OF THE COMMITTEE ON APPROPRIATIONS,  
*Washington, D. C.*

The subcommittee met, pursuant to adjournment, in the committee room, the Capitol, at 11 a. m., Hon. Elmer Thomas presiding.

Present: Senators Thomas of Oklahoma, Adams, Bridges, Lodge, Gurney.

Senator THOMAS. The committee will be in order. You may proceed with your statement, Mr. Hushing.

## THE PANAMA CANAL

### FURTHER STATEMENT OF W. C. HUSHING, CHAIRMAN OF THE NATIONAL LEGISLATIVE COMMITTEE, AMERICAN FEDERATION OF LABOR

#### HOUSING, CANAL ZONE, PANAMA

Mr. HUSHING. My name is W. C. Hushing, chairman of the national legislative committee of the American Federation of Labor. Mr. Chairman, I wish to address myself principally at this time to the housing situation in the zone. The situation in regard to housing down there for permanent employees for a number of years has been very bad. There has been an insufficient number of quarters.

A year ago this month I was in conversation with Admiral Moreell of the Navy Department and he told me that he and the Navy Department were then dickering with some of the housing authorities to secure quarters for the Navy. I thought it was an excellent idea and I talked with the United States Housing Authority in regard to quarters on the Zone and they thought it would be a good idea and they were willing to make a survey. At that time there were pending in the House amendments to the Housing Act which had been passed by the Senate; so I took it up with Chairman Steagall, and he also thought it was a good idea and was willing to offer an amendment authorizing the U. S. H. A. to make a survey. His amendment proposed a sufficient sum for the survey to be made. Unfortunately, the House did not act on this amendment.

I communicated those matters to the Governor, then Governor Ridley, and he objected to that. I think he sort of felt it would infringe on his jurisdiction a little. So I dropped the matter. But the housing situation became much worse.



Senator THOMAS. Mr. Hushing, for the record, and because we are not familiar with the situation, will you place a statement in the record starting with the beginning of the Canal and indicating how the men were housed then and how they have been housed since that time?

Mr. HUSHING. I shall be glad to do that.

(For statement see p. 125.)

#### AMOUNT IN HOUSE BILL FOR QUARTERS FOR AMERICAN EMPLOYEES

Mr. HUSHING. Now, when the Governor testified before the House committee, he made a very brief statement:

Quarters for American employees, \$300,000.

This is to meet in part an acute shortage of adequate facilities for the permanent staff of the Panama Canal, which has been augmented to meet the administrative, accounting, supply, and service needs of increased population and activities in the Canal Zone and to meet additional personnel requirements imposed by the establishment of the 40-hour week. Under existing housing conditions, the Canal authorities are having great difficulty in obtaining and retaining satisfactory employees.

#### AMOUNT NEEDED FOR ADDITIONAL HOUSING

Of course, under the Budget Act the Governor is hampered and for a number of years the Budget has recommended insufficient funds for housing. As I recall the figures, they average about \$390,000 annually. This bill ought to carry in addition to the amount now in the bill about \$300,000 more, for housing for the permanent employees on the Canal.

When I was there last December there were 600 families who had no quarters. That is, families of the permanent employees. I am not talking about the employees of contractors or those that are there temporarily. That situation is going to become worse rapidly. You are beginning, or had begun in December, the construction of the new locks. The dredges were working when I was there. That will require more permanent employees.

As I said previously, the Governor is sort of hampered because the Budget doesn't permit him to ask for more than the Budget recommends. And he is a very honorable sort of a chap and observed those matters, and I had considerable difficulty in getting him to tell me what the needs were and how much he could use this year. He really needs \$400,000 additional in this bill. That can be used this year.

#### OLD FRENCH QUARTERS STILL BEING USED

The other day when Mr. Wahl was testifying, I told you they were still using some of those old French quarters. That is true. We took over the Canal in 1904 and those old French buildings were there. They have been moved around from one town site to another, and some of them were still in use. They are frame and, of course, the zone climate and the termites are very bad on frame buildings. When I was on the zone I lived in an old frame building, bachelor quarters, the old jail which they had remodeled into quarters.

I urge the committee to give consideration to this increase in the amount.



## TYPE OF BUILDINGS TO BE ERECTED

Senator THOMAS. In the event the money is provided, what sort of construction will probably be provided?

Mr. HUSHING. They have worked out on the Canal Zone the best possible construction plans for that climate. They use concrete up, I believe, to the first floor, and then use frame from then on up. It is necessary, on account of the climate, to raise the houses off the ground, so a person can walk under them, and they have to make provisions for keeping the ants and termites from going up into the houses. I notice on some of them they have a concrete base they put some kind of solution in to keep these insects from climbing up the posts and getting into the woodwork.

By the way; that is one of the reasons the French were unable to construct the Canal. They had little glass dishes that they used to put water in and set the bedposts in, and the mosquitoes were breeding in that water and transmitting the yellow fever and the malaria to the French. That was their principal difficulty, that lack of proper sanitation and knowledge.

I have been to the House committee. Unfortunately, I had information that wasn't correct. It was my understanding, from one of the clerks over there, they were not so far along with the bill, and I didn't get there until the day they had completed marking it up. But I talked with the chairman of the subcommittee and I talked with the chairman of the full committee, and they are both in full accord with the increase in this housing appropriation. They explained to me, however, that they had the bill all written up to report and they hated to change it on the floor, because they anticipated the offering of amendments which they would be obliged to combat, and if they yielded on this proposal on the floor, they would open the door for other amendments. They both informed me that if the Senate would insert this amount, they would agree to it in conference. I don't know whether that should be in the record or not, but that is the fact, and I have so informed the chairman.

Senator THOMAS. At least, that is your understanding.

Mr. HUSHING. That is my understanding, and you recall I asked you to check with them in regard to it.

I wrote the chairman a letter in regard to this matter, under date of March 26, and if there is no objection, I will insert it in the record.

Senator THOMAS. With no objection, it will be inserted.

(The letter follows:)

AMERICAN FEDERATION OF LABOR,  
Washington, D. C., March 26, 1941.

HON. ELMER THOMAS,

*Chairman, Subcommittee, War Department,*

*Appropriations Committee, United States Capitol, Washington, D. C.*

MY DEAR MR. CHAIRMAN: For many years there has been a dearth of housing facilities for permanent employees of the Panama Canal on the Canal Zone, and many of the old frame houses which were erected by the French and which have been moved from town site to town site are still in use. On account of termites and the climate the maintenance of frame buildings runs to exorbitant figures.



At the present time there are more than 600 employees of the Panama Canal on the permanent rolls who are without any housing facilities.

As you are well aware, at least \$600,000,000 will be expended in the next 5 years on the Canal Zone by our Government and the forces are being steadily increased. The new set of locks will require additions to the permanent forces and, of course, greatly increase the necessity for housing.

I visited the Canal Zone last December and was besieged from all sides by employees and officials on account of the lack of sufficient housing for permanent employees who cannot secure quarters in the Republic of Panama.

While I was on the zone, at the instruction of President Green, I appointed a paid representative of the American Federation of Labor to further the defense program on the Canal Zone. He reports direct to our Washington headquarters, and for the last 3 months has been writing me about employees and their supervisors resigning because of the lack of housing facilities.

During recent years sufficient funds for housing on the Canal Zone have not been allowed and the annual amount allowed during the last 14 or 15 years has averaged but \$390,000 for both replacements and new construction. I discussed this question of housing several times recently with Governor Edgerton of the Canal Zone and I know that he is greatly distressed in regard to the housing situation for his permanent employees upon the Canal Zone.

The bill, as it will be passed by the House, does not contain ample funds for Canal Zone housing. I know and Canal Zone officials know that the amount in the bill is inadequate. The hands of the officials are, of course, tied by the Budget law as they cannot ask for more than the amount recommended in the Budget, but I wish to urge upon you the absolute necessity of increasing the amount for Panama Canal housing to \$1,000,000, as after a careful investigation and survey I am advised that this is the amount which can be used during the next fiscal year.

Please bear in mind that the amount requested is for the housing of permanent employees of the Canal and that it is not for temporary employees. In our discussion of this question I gave you many more details and I sincerely hope that I made sufficient impression upon you to cause you to have inserted in the bill the \$1,000,000 for Panama Canal housing, as requested. If this is done I know that it will be accepted by the House in conference.

Sincerely,

W. C. HUSHING,  
*Chairman, National Legislative Committee,  
American Federation of Labor.*

#### EMPLOYMENT IN CERTAIN POSITIONS IN THE CANAL ZONE

Mr. HUSHING. I am sorry Senator Hayden is not present this morning, because I wanted to go into this question of the McCarran amendment very briefly. When Mr. Wahl testified, Senator Hayden seemed to feel it was a matter that could be handled administratively, and our experience is that those matters are not properly handled if left to administrators. Indeed, we have difficulty, when you enact a law, to get them to observe it. When the Thomas amendment was enacted, it took two separate decisions by the Comptroller General to get the Governor to apply it on the zone, and he finally did—and, of course, paid the men back pay.

I am in a bit of a hole at the present time and I want to cite another reason why I hate to see things left to administrative officers. When you passed the appropriation bills for the Army and the Navy last year you inserted section 2, known as the McCarran amendment. Mr. Wahl testified in regard to it the other day, and, by the way, he made a proposal yesterday which meets with my approval, if it is amended in the manner the chairman suggested.

#### COMPLAINTS ABOUT FAILURE TO PAY FOR OVERTIME

When I was on the Canal Zone, in December, there was great activity. The Army and the Navy were building quarters and greater fortifica-



tions, and there was an awfully large number of complaints. We held a meeting of employees of these contractors. One of the principal complaints was that they were not being paid any overtime whatsoever, even when they worked in excess of 8 hours a day. They had just worked them Saturdays, Sundays, and Thanksgiving, for straight time. My belief was that not only the law but that the letter which the President wrote to the Congress September 13, 1940, covered that sort of thing and made provision that men would get overtime on this work after 40 hours or after 8 hours a day; but they contested that.

Since that time, I have looked up the law and, of course, you know these general defense appropriations do provide for time and a half after 40 hours a week. Since that time there have been five deficiency appropriation bills, that is, since the original 1941 appropriations for the Army and Navy, and they carry in them the items, specifically listing in some instances the project, and at the beginning of every one of them there is a clause which says "For additional amounts for appropriations for the Military Establishment"—and I just happen to be reading here from the Third Supplemental Appropriation—"to be supplemental to, and merged with, the appropriations under the same heads in the Military Appropriation Act, 1941, including the objects and subject to the limitations and conditions specified in that act"—so that every one of these five deficiency appropriations is subject to the McCarran amendment which was to become effective May 1.

#### WAR AND NAVY DEPARTMENTS NOT OBSERVING LAW RELATIVE TO PAYMENT OF OVERTIME IN LETTING CONTRACTS

In letting the contracts, however, both the Army and Navy, I am sorry to say, paid absolutely no attention to that.

I took it up after I came back from the zone. As a matter of fact, at the meeting to which I refer, the men suggested they knock off work on these defense projects down there. But before I went to the zone, by instruction of Mr. Green, he told me of an agreement made with the administration that we would have no strikes on defense projects. And when these men made the suggestion during the meeting that they knock off work on these projects because they were not getting fair treatment and the treatment they were entitled to under the President's order—which I assume is an order, an administrative order, published in House Document 950—providing for overtime on Saturdays, Sundays, and after 8 hours a day and after 40 hours a week, I assumed I could settle that as soon as I got back here and told the men they could not knock off work, and they haven't knocked off work.

Mr. Wahl presided over that meeting. He can corroborate my statements. I came here and the War Department still insists there is no law covering the subject.

Now, then, if that is the situation which exists when laws are enacted by Congress and they are not observed, and when the President issues that statement, as to what the conditions shall be on these defense jobs, and they don't observe that, where are we to go? In my opinion, that is the cause of a great deal of labor unrest and the difficulties we are having at the present time. If we get that kind of treatment from Government officials, what do you



think goes on with private employers where there is no law except an economic law to make them do things?

We can't go to the Comptroller General ourselves and get a ruling on these things; so we are still at the mercy of administrators. And, as Senator Hayden says, they could do it; but they won't do it.

#### GOVERNOR OF PANAMA CANAL OBSERVING LAW RELATIVE TO PAYMENT OF OVERTIME

This last question I have been speaking on, on contractors, has nothing to do with the Panama Canal. The Governor sees that they do pay time and a half and do observe the law on the Canal. But it is these other departments that are permitting the contractor to go in there and upset things that the Navy Department itself, that the Army itself, that the Panama Canal itself, do and have done for years. The President has told us and has written Congress in this document I mentioned (H. Doc. 950), and told us these things will not be disturbed. But they are disturbing them, and we are greatly disturbed, and I have been criticized severely by the men on the Zone because I haven't been able to accomplish anything. But I don't know where to go.

#### PLUMBERS REFUSING TO WORK MORE THAN 40 HOURS PER WEEK UNLESS PAID OVERTIME IN ACCORDANCE WITH LAW

One of our organizations, the plumbers, issued an order to their men and told them if they won't pay the overtime in accordance with the law when they have worked 40 hours they shall not work any longer. That is one organization that has done that. But the rest are still going along and working this overtime at straight rates of pay, despite these laws, despite the order of the President, and, of course, that makes me reluctant to give them more administrative authority.

That is what I wanted to say on that. I think we have a complaint that is justified; but, as I say, I am at a loss and don't know where to go. I can't call on the Comptroller General for a decision. But apparently it doesn't do much good in some instances for you to put something in the law. So what are we going to do about it?

#### LABOR PROBLEMS ON CANAL ZONE HAVE INCREASED BECAUSE OF LARGE AMOUNT OF CONSTRUCTION WORK GOING ON

I anticipated considerable trouble on the Canal Zone when you made these large appropriations. There is about \$600,000,000 to be expended within the next 5 years. A large amount of new construction will go on and it will require a large number of building-trades men and they will be men, and they are, men that are not accustomed to the rather strict regulations that exist in Government employment. They are men that are accustomed to work on a job and if the boss says something they don't like, they tell him where to go, and go to another job.

I wanted to avoid any difficulty down there on the zone; so I suggested to Mr. Green that he appoint a man to stay there and keep that job going—something we have never before done—and we are now paying a man from our executive offices \$116 a week and expenses to



stay there and keep things going. He writes me continually about the large number of men, including some supervisors, who are leaving there because they are not properly housed. He is continually writing me about this overtime condition. It has made it rather bad for me. But, as I said before, I am at a loss and don't know where to go to get the law observed that is already in existence. It should have gone into the contracts. It may be that the Army and the Navy overlooked it. But if you give them an increase in some item, or give them money for a new project, that would never be overlooked.

The only place I think I can go with this question is to the special Senate committee that is investigating these defense projects, Senator Truman's committee, and see if I can't get them to look into it. But I thought as long as your committee was dealing with these question, it wouldn't do any harm to put it into the record.

Thank you very much, Mr. Chairman.

Senator THOMAS. Are there any questions to be asked of Mr. Hushing?

Thank you, Mr. Hushing.

QUESTION OF ADVISABILITY OF PERMITTING WAIVER BY PRESIDENT OF ANY PART OF SECTION RELATIVE TO EMPLOYMENT ON CANAL ZONE

Senator THOMAS. On yesterday there was some question raised about some of the provisions of section 2. The suggestion is made that it might be of benefit to the section if on page 17, in line 20, we should give the President the power to suspend any part of section 2. He now has the power to suspend that section, but the record shows that it might be advisable to suspend some part of the section and it wouldn't be advisable at any time, perhaps, to suspend all of it. So the suggestion is made that we broaden the President's power by providing he might suspend compliance with this section, adding "or any subdivision or provision hereof."

I would like to ask if that amendment meets with the approval of Mr. Wahl or Mr. Hushing, who are interested in this particular section.

Mr. HUSHING. It does. There is one thing that ought to be done, though. The President has already suspended the McCarran amendment as carried in the 1941 act, section 2, which was to become effective May 1. That is suspended. This new act, I assume, would take effect July 1. If there isn't any change made in the draft of the section and it becomes effective July 1, I don't know but I assume it would supersede this Executive order of the President. And then with the amendment you suggest, which is entirely agreeable, he could suspend all of the section or such portions of it as he saw fit. I believe I am responsible entirely for putting in the clause giving him the power to suspend. I did write it last year and I didn't consult with anybody and I made the suggestion to the committee and they accepted it. So, I am probably responsible for having it as broad as it is. I realize since that the President probably wouldn't wish to suspend the 40-hour provision, for example. I know the Governor told me there were some things in there that were good and he didn't like to see them suspended. But as it is now in the law, of course, he has to suspend all or nothing. And if you put your amendment in that way, it will help everybody concerned a great deal.



Senator THOMAS. Mr. Wahl, inasmuch as you dwelt at length on this provision, what is your reaction, for the record?

Mr. WAHL. I approve of it, sir. Also, Senator Thomas, I suggested a rather lengthy clarifying change in subsection 5 of the McCarran amendment, which is an application of the 40-hour week. I would be satisfied if your committee would merely add on to the provision that normally the employees shall work not more than 40 hours a week, as now applied generally by section 23 of the Independent Offices Act, the Thomas amendment. I would appreciate it very much if you would just insert a slight amendment to that phrase, to be sure it would come under the terms of your amendment.

Senator THOMAS. Has that, in your opinion, been wrongly interpreted in the past?

Mr. WAHL. No, sir. It is merely because many of the employees now do not get the 40-hour week, and there might be a misinterpretation some place, when the language of the amendment merely provides they shall work a 40-hour week. There is no provision for overtime; there is no provision for anything of that nature. It would just take a very slight change.

#### LEAVE, COMMISSARY, AND TRANSPORTATION PRIVILEGES

The change I have recommended also includes that these employees will get leave and commissary and transportation privileges and all that sort of thing, which really should go through automatically; but I would like to see you make this other slight change in the language.

Senator THOMAS. It will be given consideration, Mr. Wahl, when the committee starts to mark up the bill.

#### AMOUNT IN BILL FOR QUARTERS FOR AMERICAN EMPLOYEES

The bill provides or carries funds for housing according to the Department's justifications, as follows:

Quarters for American employees, including preparation of sites and necessary municipal electrical installation, \$300,000.

Mr. HUSHING, you think that amount should be increased by how much?

Mr. HUSHING. \$300,000.

Senator THOMAS. Making a total of \$600,000?

Mr. HUSHING. That is right.

Senator THOMAS. Your recommendation simply is that we increase the item from \$300,000 to \$600,000?

Mr. HUSHING. That is right.

#### AMOUNT IN FIRST DEFICIENCY ACT, 1941, FOR QUARTERS

Senator THOMAS. Attention is called to the fact that in one of the deficiency bills, the first deficiency bill, which is now the law, there was carried an item for \$240,000 for housing purposes.

Mr. HUSHING. I thought it was \$300,000. I mentioned that it was when I discussed the question in your office. The amount required was \$1,000,000. I understood that by increasing this bill \$300,000 it would make up the \$1,000,000. They can use much more than that, but not this next fiscal year. They really need it.



Senator THOMAS. Then \$300,000 would increase that to \$840,000, carried in this deficiency bill, plus the \$300,000 carried in this bill, that would make \$540 000.

Mr. HUSHING. That is right.

Senator THOMAS. Then \$300,000 would increase that to \$840,000.

Mr. HUSHING. Well, I was talking in round figures. I didn't know there was \$240,000. As a matter of fact, I thought there was, with the deficiency, and the amount carried in the bill, \$700,000.

Senator THOMAS. I understand they requested, in the first deficiency, \$300,000, but it was cut to \$240,000 by the House committee.

Mr. HUSHING. I see.

Senator THOMAS. The report submitted by the House committee recites the following:

In making the reduction of \$60,000, the committee has taken the amount from the item for construction of housing for civilian employees, believing the cost per unit, \$7,500, was too high for the type proposed.

As I understand, Mr. Hushing, if this committee should see fit to add enough to bring this total sum to \$1,000,000, that would in a sense be satisfactory?

Mr. HUSHING. That is what they can use, what they need this year.

Senator THOMAS. We shall be glad to give consideration to the suggestions and recommendations.

Senator THOMAS. Now, Mr. Burdick, if you will take such time as you wish to sum up the hearings.

#### STATEMENT OF BERNARD F. BURDICK, CHIEF OF WASHINGTON OFFICE, THE PANAMA CANAL

##### INFORMATION FURNISHED INDIVIDUALS INTERESTED IN SECURING WORK IN THE CANAL ZONE

Mr. BURDICK. Mr. Chairman, I haven't any particular statement.

Senator THOMAS. I asked you on yesterday to furnish the committee with copies of the information and circulars and pamphlets and so-called propaganda that is furnished men interested in securing jobs in Panama. We think the record should show just what you represent to them as an inducement to go down there, or to those who go voluntarily, what you hold out to them down there.

Mr. BURDICK. I should like to have the record show we are not misrepresenting conditions to prospective employees. We try to present them as accurately as we can, because it is only fair to prospective employees and because it would be a short-sighted policy to get employees down there under misrepresentations of the facts, who would become dissatisfied. We would then have disgruntled employees and would incur a great amount of expense in recruiting and transporting these employees only to keep them a short time.

##### TRANSPORTATION EXPENSES FURNISHED

Senator ADAMS. You provide the transportation expense for them to go down there?

Mr. BURDICK. We do, as well as salary from the time they leave New York or wherever they sail from.



Senator ADAMS. And do you pay their transportation back?

(A discussion followed off record.)

Mr. BURDICK. Unless you fulfill your obligations to the Canal, you cannot secure your return transportation at the expense of the Canal.

#### INFORMATION FURNISHED PROSPECTIVE EMPLOYEES

I have here circulars, Mr. Chairman, which I assume you would like for me to present for incorporation in the record. I call your attention to the wording of one of them, which is typical of the others, and in which we state that bachelor quarters are immediately available. The majority are in new buildings consisting of 40 rooms, with 20 rooms on each floor. Bath and toilet facilities are in common. A general reception room is available, and 2 employees will be housed in each room.

Married men, if appointed, must go to the Isthmus alone and make arrangements for their families, following assurance by the Canal Zone authorities of availability or assignment of family quarters. At the present time family quarters for new employees engaged on the regular force or on special improvement projects work are not available. It is not possible to give assurance that family quarters can be made available in the near future, and it is probable that employees hired on either the regular or special improvement projects force will not be reached in their turn for family quarters assignment until after about a year of service. It is desired, therefore, to emphasize that family quarters could not be expected during the first year of service.

#### TYPE OF QUARTERS TO BE FURNISHED

Senator ADAMS. Would the appropriation provided for in this bill be used to provide additional bachelor quarters or family quarters?

Mr. BURDICK. I think both, Senator Adams. I will be glad to insert that in the record.

The following statement was later furnished by Mr. Burdick:

I find that it is contemplated that the item of \$300,000 included in the bill for the fiscal year 1942 will be used to construct family quarters.

#### INFORMATION FURNISHED PROSPECTIVE EMPLOYEES

Mr. BURDICK. These other circulars that we use in the different types of employment vary somewhat as to the prospects of availability of the family quarters. For example, on the third locks projects where we are constructing temporary quarters, it would be possible to get family quarters much earlier than it would for the regular forces.

Senator ADAMS. Where the new locks are being constructed, they are definitely temporary construction quarters? That is, you are not attempting to make as good quality as you make in your regular quarters, I assume?

Mr. BURDICK. That is correct. They are also crowded much closer together. It is possible, after the construction is completed, that, say, every other one of these houses may be taken out and the others used for some time. They are crowded closer together on account of the costs of streets, sewers, water, preparation of sites, and so forth.

Senator ADAMS. How many new men will be employed by reason of the new locks construction?

Mr. BURDICK. There will be several hundred additional. You realize that for our special protective-works program we have recruited



a considerable force, which will in turn be available for work on the third locks. Also, a large part of the third locks project will be done by contract. We have let the contract for the excavation on the Atlantic side.

#### RENT PAID FOR QUARTERS

Senator ADAMS. Mr. Burdick, in connection with these quarters, do the men pay rent for them?

Mr. BURDICK. Yes, sir.

Senator ADAMS. Upon what basis?

Mr. BURDICK. The general basis is this, that the return must be adequate for maintenance of the quarters as well as amortization. We have not yet reached a stage where there is a return on the investment.

Senator ADAMS. Would it be fair to say that the rent you charge would cover the interest, repairs, and amortization, within a reasonable time, say 30 or 35 years?

Mr. BURDICK. It will cover the interest and repairs and amortization in 50 years, the estimated life of the type of buildings being constructed. We have not reached the stage where it will pay a return, what you might call an interest charge, on the investment.

Senator ADAMS. That is, the Government's ultimate loss, then, would simply be the interest the Government pays on the construction?

Mr. BURDICK. That is correct, or a part of the interest.

Senator THOMAS. Does that complete your statement?

Mr. BURDICK. That completes my testimony, Mr. Chairman.

Senator THOMAS. Off the record.

(Discussion off record.)

Senator ADAMS. Mr. Chairman, there are certain circulars that have been sent out to prospective employees, which I think ought to go into the record in some way, possibly by marking certain portions.

Senator THOMAS. Either that or Mr. Burdick can offer to have the secretary prepare the data for the record, for use in considering these complaints that have been filed.

Mr. Secretary can take up with Mr. Burdick the matter of the material to go into the record.

(The material is as follows:)

#### EXTRACT FROM A MANUAL OF INFORMATION CONCERNING EMPLOYMENTS FOR THE PANAMA CANAL

*Housing.*—A problem of particular interest to the new employee is that of obtaining suitable living quarters. The supply of family quarters is not now equal to the demand, and a new employee may have to wait several months before obtaining an assignment. For employees in the permanent operating force the period is indefinite as it depends upon the occurrence of vacancies in permanent quarters.

Quarters are assigned on a basis of length of service. Furnished vacation quarters may at times be rented from employees on leave, and furnished apartments can at times be rented in the city of Panama on the Pacific side or the city of Colon on the Atlantic side.

At present, employees cannot bring their families to the Isthmus until they, themselves, have come to the Isthmus and made arrangements for family quarters. Such quarters are not spacious, many of them being small apartments in buildings of frame construction, containing from 4 to 12 apartments.



*Family quarters.*—Because of the open type of construction employed for coolness and ventilation, the houses somewhat resemble summer homes in the United States. House furnishings consist of beds and mattresses, chairs, tables, and an ice box. An electric range, together in many instances with an electric water heater, may be had if desired at a rental of \$1.25 a month. Occupants of quarters must provide themselves with such articles as linens, rugs, lamps, and house decorations. These articles may be bought in the commissary stores on the Canal Zone or in stores in Panama City or Colon. In addition to the monthly rental of apartments or houses, charges are made for electric current, water, fuel, upkeep of lawns, and repairs to furniture.

*Bachelor quarters.*—Quarters are furnished bachelor employees at a minimum charge of \$9 to \$12.75 a month for one room; the charge also includes janitor service, electric light, water, and furniture. When two bachelors are assigned to a room, which is necessary owing to shortage of quarters, the charge per person is approximately \$5 to \$8 per month. The furniture includes bed, mattress, dresser, tables, chairs, etc., but bed linen and similar articles must be furnished by the occupants.

(The three circulars used are as follows:)

#### THE PANAMA CANAL

##### WASHINGTON OFFICE

#### QUARTERS FOR REGULAR AND SPECIAL IMPROVEMENT PROJECTS EMPLOYEES

Persons appointed for duty with the Panama Canal on the Isthmus are furnished bachelor quarters at reasonable charges for rent, as indicated in the attached circular concerning conditions of living. Bachelor quarters are immediately available. The majority are in new buildings consisting of 40 rooms, with 20 rooms on each floor. Bath and toilet facilities are in common, a general reception room is available, and 2 employees will be housed in each room.

Married men, if appointed, must go to the Isthmus alone and make arrangements for their families, following assurance by the Canal Zone authorities of availability or assignment of family quarters. At the present time family quarters for new employees engaged on the regular force or on special improvement projects work are not available. It is not possible to give assurance that family quarters can be made available in the near future, and it is probable that employees hired on either the regular or special improvement projects force will not be reached in their turn for family quarters assignment until after about a year of service. It is desired, therefore, to emphasize that family quarters could not be expected during the first year of service.

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#### THE PANAMA CANAL

##### WASHINGTON OFFICE

#### QUARTERS FOR THIRD LOCKS EMPLOYEES SPECIAL ENGINEERING DIVISION

Persons appointed for duty with the Panama Canal on the Isthmus are furnished bachelor quarters at reasonable charges for rent, as indicated in the attached circular concerning conditions of living. Bachelor quarters are immediately available. They are in new buildings consisting of 40 rooms, with 20 rooms on each floor. Bath and toilet facilities are in common, a general reception room is available, and 2 employees will be housed in each room.

Married men, if appointed, must go to the Isthmus alone and make arrangements for their families, following assurance by the Canal Zone authorities of availability or assignment of family quarters. The position for which you are being considered is in connection with the construction of the third set of locks and the prospects are good for the housing of such employees and their families inasmuch as funds are available for the construction of family quarters, but even though provision is made for early construction of family quarters for these employees the supply probably never will be equal to the demand.



## THE PANAMA CANAL

WASHINGTON OFFICE

## QUARTERS FOR THIRD-LOCKS EMPLOYEES (EXCEPT THOSE IN SPECIAL ENGINEERING DIVISION)

Persons appointed for duty with the Panama Canal on the Isthmus are furnished bachelor quarters at reasonable charges for rent, as indicated in the attached circular concerning conditions of living. Bachelor quarters are immediately available. They are in new buildings consisting of 40 rooms, with 20 rooms on each floor. Bath and toilet facilities are in common, a general reception room is available, and 2 employees will be housed in each room.

Married men, if appointed, must go to the Isthmus alone and make arrangements for their families, following assurance by the Canal Zone authorities of availability or assignment of family quarters. The position for which you are being considered is in connection with the construction of the third set of locks and the officials on the Isthmus have advised that family quarters may be available, but that families should not accompany employees until quarters have been assigned.

Senator THOMAS. Does that complete your statement, Mr. Burdick?  
Mr. BURDICK. That completes it, Mr. Chairman.

## FURTHER STATEMENT OF CHARLES F. WAHL, PRESIDENT AND LEGISLATIVE REPRESENTATIVE, CANAL ZONE CENTRAL LABOR UNION

## NEW EMPLOYEES DO NOT GET TYPE OF QUARTERS PICTURED IN PAMPHLET SENT PROSPECTIVE EMPLOYEES.

Mr. WAHL. Mr. Chairman, may I add a word as to why I say the information sent out to prospective employees about quarters in the Canal Zone is misleading? One of the reasons, as I remarked here on the first day's hearing, was that when the prospectus is sent out to employees, they show them a house of that description (exhibiting illustrated pamphlet), which is a very nice little cottage type of house, and it states there that after years of experience they have developed that kind of family quarters. Well, the general understanding of an employee is that when he is able to get family quarters, he will get a set of quarters of that nature—but he doesn't get it.

Senator LODGE. What does he get?

## CONDITION OF SOME QUARTERS NOW BEING USED

Mr. WAHL. I have had 23 years of service, and my fondest dream is that maybe a couple of years before retiring I might be permitted to live in that kind of a house, because they are assigned according to seniority and it is only those with a high number of years of service who are able to get that kind of a house.

I am living in a house that every time I raise one of the screens, or open or close any of the shutters, it reminds me of Tobacco Road. They are about ready to fall off. They have had 50 or 60 coats of paint on them, and they never remove a coat of paint when painting, but just slop it on over the old coat of paint. That is the kind of a house I live in, although it is a cottage.

The house I lived in before that, when Mr. Hushing visited me, was what is called a two-family house with a family below and a family



above, a house that at one time had been condemned, in 1923. They were going to tear a number of them down and use that space for other purposes, but when the number of employees became greater they decided they would reopen these old houses, which they did. I thought the size of this particular house was desirable and I made application for it.

In order to repair the house I was in, which had sagged to the ground on one side because the lower timbers had rotted under it, they had to jack it up in order to remove the timbers. The bathroom was on a concrete slab, and when they jacked up the side of the house that was sagging, the second floor didn't go with it, and they shoved all the plumbing up through the second floor.

I am just explaining this in more detail than probably is necessary, to show you just how worn-out and ant-eaten and everything else these quarters are that many of the men are still living in. The type of house anybody naturally assumes he will find in a warm climate or in tropical climate, or which has been depicted in the prospectus for employees, is entirely unavailable to the bulk of the employees. I don't suppose I will ever have a chance to live in a house like that, if I stay there my 30 years, because there aren't enough of them. With 600 applications on file and money enough to build quarters for only 80 families, you can see what is going to happen in the next few years. There has to be some change—and I just wanted to add my little bit to support Mr. Hushing's remarks that a total of \$1,000,000, is necessary this year for quarters. You will remember that I discussed this matter with you in your office.

Senator THOMAS. Yes; thank you.

I want to ask General Robins a question or two before we close.

## FLOOD CONTROL

### FURTHER STATEMENT OF BRIG. GEN. THOMAS M. ROBINS, ASSISTANT TO THE CHIEF OF ENGINEERS

#### HULAH DAM AND RESERVOIR PROJECT, OKLAHOMA

Senator THOMAS. General Robins, this bill provides funds to carry on the work on the so-called flood-control projects such as the Hulah Dam. The bill last year carried funds for that purpose, but for one reason or another the work has not been started as yet. The trouble has been over the acquisition of mineral rights of the Osage Indians and, as I understand, in order to cure that defect it is the opinion of your Department that legislation will be necessary?

General ROBINS. Yes, sir; and we are so informed by the Interior Department.

Senator THOMAS. A bill has been prepared and introduced in Congress which, as I understand, has been referred to your Department for report? Is that correct?

General ROBINS. That is correct, sir.

Senator THOMAS. Do you have a copy of the bill proposed to cure this defect?

General ROBINS. I have a copy of the bill; it is Senate 1115.



Senator THOMAS. That is the bill to which I refer. Will you please state whether or not your Department has reported on this bill?

General ROBINS. Our Department has reported on this bill and sees no objection to its enactment. In other words, we have made a favorable report.

I don't have a copy of the report the Department made on the bill. There is possibly in that report some suggestion for minor amendment.

#### TEXT OF BILL AND REPORT

Senator THOMAS. Without objection, I will offer the bill as introduced, for the record, and will send for a copy of your report from the Committee on Indian Affairs, which the committee may consider when we go to mark up the bill.

(The bill and report referred to follow:)

[S. 1115, 77th Cong., 1st sess.]

A BILL in aid of the construction of the Hulah Dam and Reservoir project, Oklahoma

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That in aid of the construction, maintenance, and operation of the Hulah Dam and Reservoir project on the Caney River, Oklahoma and Kansas, authorized by the Act of June 22, 1936 (49 Stat. 1571), as amended, for the control of floods in the Verdigris River Valley, the Osage Tribal Council be, and it hereby is, authorized, upon payment of just compensation therefor, and with the approval of the Secretary of the Interior, to release and relinquish to the United States of America such right, interest, and control in and over the minerals reserved to the Osage Tribe by the Act of June 28, 1906 (34 Stat. 539), as amended, as may be found by the Secretary of War to be necessary for the construction, maintenance, and operation of said Hulah Dam and Reservoir project.

SEC. 2 Construction of said project may be undertaken when the amount of money to be paid to the Osage Tribe as just compensation for the release and relinquishment herein authorized has been agreed upon by the Secretary of War, the Secretary of the Interior, and the Osage Tribal Council.

SEC. 3. The amount agreed upon as just compensation for the release and relinquishment herein authorized shall be paid by the Secretary of War out of appropriations made for flood control, general, to the Secretary of the Interior for disbursement in the manner provided by section 4 of the Act of June 28, 1906 (34 Stat. 539), as amended, for the disbursement of royalties received from the leasing of minerals owned by the Osage Tribe.

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HON. ELMER THOMAS,

*Chairman, Committee on Indian Affairs,*

*United States Senate, Washington, D. C.*

DEAR SENATOR THOMAS: Reference is made to your letter of March 14, 1941, requesting the views of this Department concerning Senate bill No. 1115, "In aid of the construction of the Hulah Dam and Reservoir project, Oklahoma."

The purpose of Senate bill No. 1115 is to authorize the Osage Tribal Council, upon payment of just compensation therefor and with the approval of the Secretary of the Interior, to release and relinquish to the United States such right, interest, and control in and over the minerals reserved to the Osage Tribe by act of Congress approved June 28, 1906 (34 Stat. 539), as amended, as may be found by the Secretary of War to be necessary for the construction, maintenance, and operation of the Hulah Dam and Reservoir project on the Caney River, Okla. and Tex., as authorized by the act of June 22, 1936, as amended, for the control of floods in the Verdigris River Valley.

Section 2 of the bill provides that construction of the project may be undertaken when the amount of compensation has been agreed upon while section 3 of the



bill provides the manner in which the money to be paid as just compensation shall be disbursed.

This Department understands that legislation as proposed by S. 1115 is necessary and has deferred execution of the project until such legislation has been enacted. Accordingly, favorable consideration of the bill by Congress is recommended.

Sincerely yours,

NOTE.—As this report has not been returned by the Bureau of the Budget, the Department has no information as to whether or not the proposed legislation is in accord with the program of the President.

#### MINERAL RIGHTS IN CONTROVERSY

Senator THOMAS. The facts are these, that the surface rights are owned by individuals and the mineral rights are retained by the Osage Tribe. The surface rights, of course, will not afford any difficulty, but it is the mineral rights that are in controversy, because the Interior Department is the trustee for this tribe and wouldn't be able to secure authorization under existing law to convey sufficient rights to the Government to enable them to construct this reservoir. In order to do this, legislation has been proposed to give this specific authorization.

Is that a fair statement of the matter?

General ROBINS. Yes, sir; I think that states the case very accurately.

#### NEED FOR FLOOD-CONTROL PROJECT

Senator THOMAS. At the present time, the Caney River, which is proposed to be dammed, is out of its banks and, as I stated yesterday, the town of Bartlesville is surrounded by water so that traffic can leave in only one direction, out toward the Osage Nation. So it is very necessary that something be done to check these flood waters on this river. That is the purpose of the flood-control improvement, as I understand it.

General ROBINS. Yes, sir; that dam is essentially for flood control and it is badly needed for that purpose.

Senator THOMAS. Yes. That is what I wanted in the record. General Robins. We thank you.

Major McCULLOCH. Mr. Chairman, Mr. Burdick would like to supplement his remarks of a few minutes ago.

#### FURTHER STATEMENT OF BERNARD F. BURDICK, CHIEF OF WASHINGTON OFFICE, THE PANAMA CANAL

[See p. 121]

Mr. BURDICK. Mr. Chairman, I understand the bulletin referred to here during Mr. Wahl's testimony was this one. It is perhaps unknown to Mr. Wahl that that bulletin was revised June 15, 1940. That particular type of quarters does not appear in the new bulletin, to which I call your attention [exhibiting].



## THE PANAMA CANAL

## RÉSUMÉ OF QUARTERS SITUATION

[See p. 110]

RÉSUMÉ OF QUARTERS SITUATION ON THE PANAMA CANAL PREPARED FOR SENATOR ELMER THOMAS, CHAIRMAN OF THE SUBCOMMITTEE ON APPROPRIATIONS BY CHARLES F. WAHL, LEGISLATIVE REPRESENTATIVE OF THE CANAL ZONE CENTRAL LABOR UNION FOR W. C. HUSHING, CHAIRMAN, NATIONAL LEGISLATIVE COMMITTEE, AMERICAN FEDERATION OF LABOR

It was not thought desirable or necessary to consider this question earlier than 1912 as the principal difficulties with regard to quarters occurred between that time and after 1914 which was the period of the greatest construction and later on changes because of reduction of force to a permanent basis.

This information is all contained in annual reports of Governors of the Panama Canal and can be confirmed.

In 1912 the employees of the Panama Canal and Panama Railroad numbered 5,101. During this year the number of separations from the service was very large, being 2,123. At this time there were 637 applications for married quarters, or 54 more than the previous year.

When speaking of employees in this brief we mean American employees on the gold roll, the differential being that the American employees were paid in gold coin and the colored alien employees in silver so that the terms "gold" and "silver" employees are used even at the present time.

In 1913 the two services—Panama Railroad and Panama Canal—had 5,110 gold employees with 2,495 separations, or a 57-percent turn-over. The moving of the town of Gorgona, which was covered by Gatun Lake when it was flooded, made it necessary to take care of 200 American families and 600 bachelors, which increased the quarters situation considerably.

In 1914, according to the report of the Chief Quartermaster, "the handling of quarters has been more difficult than at any other period since the inception of the Canal work." This was because of shifts of the shop force, first from Gorgona to Empire and then from Empire to Balboa. The dredging division was shifted from two points—Cristobal and Balboa to Paraiso. Railroad men were transferred from Las Cascades and Empire to Balboa. Operations at Toro Point and Porto Bello were abandoned. Constant transfers and change of residences resulted in considerable inconvenience and discomfort to the employees. The chief quartermaster explained, in this report, that there were long lists of employees waiting for quarters and that it was impossible to make any satisfactory adjustment until the force would be further reduced. It is my understanding that the policy of the Canal up to this time was not to attempt to house all of the employees engaged on construction work in suitable permanent quarters, planning that after the construction period was over and the permanent force established that there would then be enough quarters for such a force.

In 1915 the waiting list for quarters was almost the same as in 1912, being 642. Forty concrete and 80 frame quarters were being built at Balboa, mostly 4-family buildings. Congestion was aggravated by turning over the town of Corozal to the Army, which required moving 180 families. The towns of Empire and Culebra were also abandoned.

In 1916 reference is again made to congestion of quarters due to the turning over of the townsite of Corozal to the Army. Applications for quarters had increased from 642 in 1915 to 850 in 1916. This means employees were unable to get quarters in the district where they worked. One hundred fourteen of these eight hundred and fifty families occupied what were called "nonhousekeeping" quarters in other districts. (Most of these nonhousekeeping quarters were typical tenement quarters.)

In 1917 the waiting list for quarters was reduced to 257 because of the construction program on quarters mentioned above. At this time the prevailing quarters were different types of cottages with three, four, and five rooms, and 4-family types of rough frame buildings, which was the first design of this type of building, what are now called new-type 4-family buildings, which were somewhat better than the old type containing a small combination living and dining room, 2 bedrooms, kitchen and bath. There were some concrete quarters being erected and planned while most of the bachelor quarters were of frame con-



struction. Many families were in old French buildings and a policy was recommended this year that the Canal proceed with replacement of these old quarters by building concrete residences.

In 1918 applications of employees on file numbered 226. Many "gold" employees were living in LaBoca a "silver" town, a portion of which was assigned to American families, being a very crude type of nonhousekeeping quarters which means probably two rooms with a communal bath and an electric plate or small oil stove for cooking. The situation at this time permitted 60 percent of the bachelors to have single rooms.

In June 1919 the increase in shipping repair work in the Mechanical Division and construction of Army posts increased the gold force 182, to a total of 3,290. Applications for quarters numbered 226. No new quarters were built this year, and the gold quarters at Paraiso were changed to silver. (It will be noted that every time there seemed to be an opportunity to catch up with the waiting list for quarters some change was made, like turning over a townsite to the Army—or the one just mentioned, changing the gold town of Paraiso over to make quarters for silver employees.)

In 1920 the applications for quarters had increased to 618.

In 1921, due to the gradual cessation of the work after the war, the number of applications on file for quarters was reduced to 156. It had been the policy up to this year to assign quarters to American citizen employees free of charge. Under that system the number of complaints was kept to a minimum and it might be well to point out that free rent included light and fuel, grass cutting, and transportation of baggage to the depot by the quartermaster, all of which now is charged for. This payment of rent after many years of occupying the quarters free of charge resulted in a distinct reduction in pay for Panama Canal and Panama Railroad employees. At that time, and the system still prevails, all quarters were assigned on a seniority basis.

In 1922 the quarters application for the gold-roll force was reduced to 553. Rental charges were assessed on the basis of depreciated values of areas occupied, and provide for later replacement.

Jumping now to 1925, stringent reduction in force from 1921 for economy and economic purposes was found to be a fallacy and by this year the gold force had begun its upward trend, increasing from 2,815 to 2,885, but with most of the employees being housed in a fairly satisfactory manner.

In 1930 the gold force had reached 3,344. This expansion resulted in another shortage of quarters. Many old, condemned houses were opened up after being scheduled for destruction. As I testified on Tuesday, April 22, I occupied one of these buildings, which by the way are still in use. A complete building replacement program had been started in 1927 with annual appropriations, but this program did not materially change the quarters situation as it was estimated it would take \$500,000 a year over a period of 10 years to rehouse all the employees.

From 1930 to 1935 quarters were available for all employees as outlined above, some in old, condemned, cockroach and ant-ridden buildings, and some in frame nonhousekeeping quarters.

Then from that period up to 1940 began a general program of expansion, starting in 1939 with a very comprehensive program of construction for defense purposes and for the new set of locks.

In the Governor's annual report for 1940, page 53, the replacement program from 1927 is listed in number of apartments constructed and shows that since the year 1927, 763 apartments had been replaced for families and 288 for bachelors, there remaining to be replaced after 1941, 335 family apartments and 472 bachelor apartments.

This replacement program is not designed to take care of increases in the temporary force due to defense projects. These employees are being housed in townsites of 12-family quarters of two rooms each per family with kitchen and bath. You and your committee can imagine the desirability of being in a nest of 50 or 60 of these 12-family quarters, all wide open and close enough together so that any one family can see and listen to probably 25 or 30 others.

The idea seems to prevail that construction men, being accustomed to rough work and rough housing, can live under almost any circumstances; but it must be remembered that even the ideas of construction men have been changed in recent years. Many of the employees have come to the Panama Canal from large Government construction projects in the United States which require the building of extensive townsites for their housing and the ideas of quarters are different than they were two decades ago.



Your committee will see down through the years explained in this brief that there was only one short period of time around 1935 when all of the employees of the Panama Canal and the Panama Railroad were housed. Even at that time many of them were in inadequate quarters and were living under difficulties. You will also note that the 600 applications reported as now on file for quarters on the Panama Canal is quite consistent with the average since 1912 and will prove to the committee that the housing situation on the Canal Zone is not at all adequate and that additional sums must be spent for the comfort of these employees in order to reduce what is reported at the present time as a 40-percent turn-over.

As long as the employees are paying rent which covers the cost of up-keep and replacement over a period of years, there is no loss to the United States Treasury, and an investigation will, I believe, show that the Panama Canal employees are paying their way with regard to quarters on a higher percentage basis than many of the Federal housing programs in the United States.

(Whereupon, the hearings on the War Department Civil Functions appropriation bill for 1942 were concluded at 12 noon and the committee continued in executive session.)







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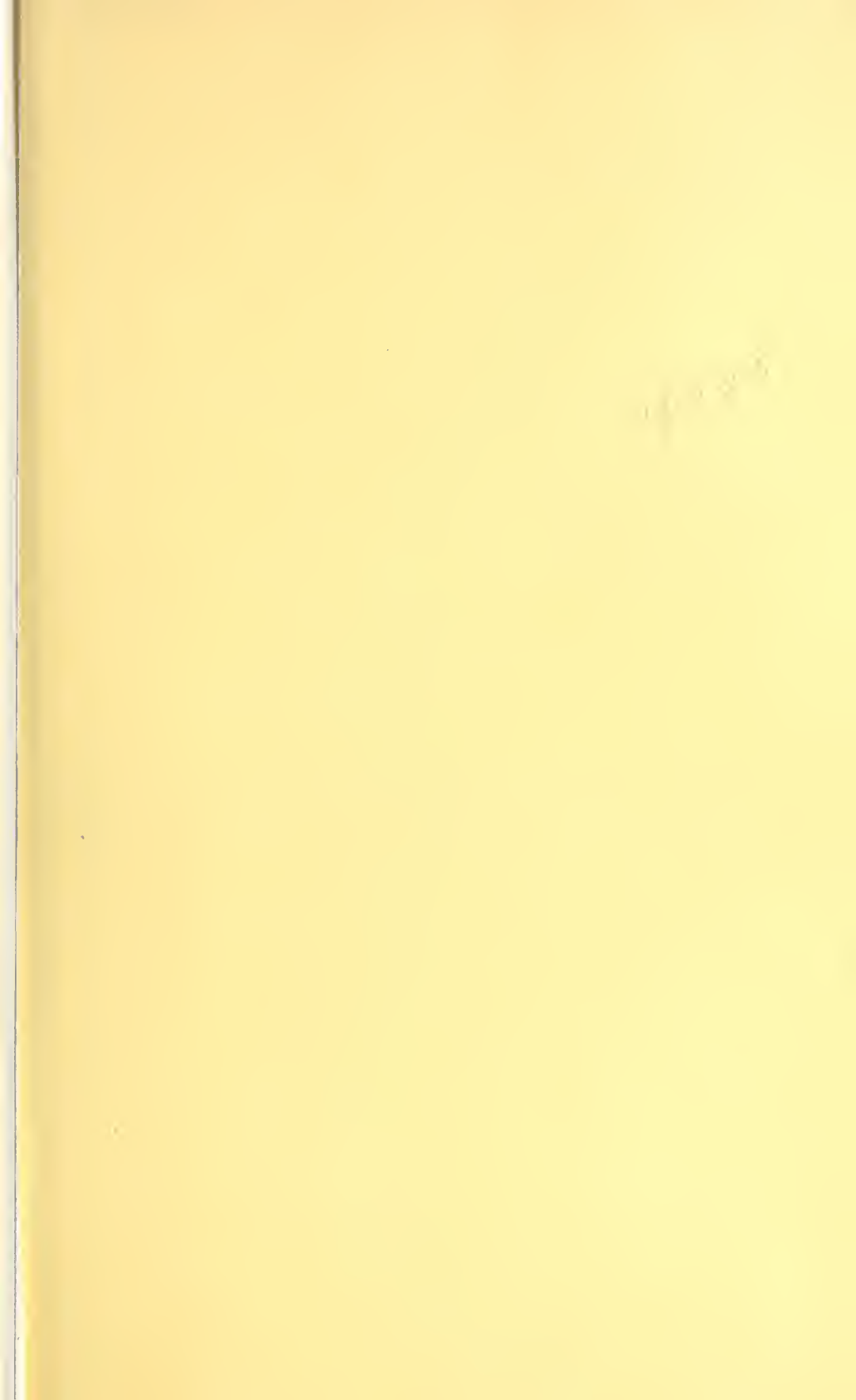
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# Calendar No. 206

77TH CONGRESS }  
1st Session }

SENATE

} REPORT  
No. 196

## WAR DEPARTMENT CIVIL FUNCTIONS APPROPRIATION BILL, FISCAL YEAR 1942

APRIL 25, 1941.—Ordered to be printed



Mr. THOMAS of Oklahoma, from the Committee on Appropriations,  
submitted the following

### REPORT

[To accompany H. R. 4183]

The Committee on Appropriations, to whom was referred the bill (H. R. 4183) making appropriations for the fiscal year ending June 30, 1942, for civil functions administered by the War Department, and for other purposes, report the same to the Senate with various amendments and present herewith information relative to the changes made:

Amount of bill as passed House.....	\$221, 272, 228. 00
Amount of increase by Senate.....	6, 979, 600. 00
Amount of bill as reported to Senate.....	228, 251, 828. 00
Amount of regular and supplemental estimates for 1942.....	221, 272, 228. 00
Amount of appropriations, 1941.....	272, 014, 661. 00
The bill as reported to the Senate—	
Exceeds the estimates for 1942.....	6, 979, 600. 00
Under the appropriations for 1941.....	43, 762, 833. 00



The changes in the amounts of the House bill recommended by the committee are as follows:

#### INCREASES AND LIMITATIONS

##### Quartermaster Corps:

###### Cemeterial expenses:

The committee recommend that the following provision be added to the bill: *purchase of land*;

(It was represented to the committee that restoration of authority for the purchase of land is necessary in order to permit the purchase of small tracts of land the necessity for which arises from time to time, including sites for individual graves. Such expenditures have been found necessary during each of the past 5 fiscal years. A total of 16 grave sites have been purchase during that time, the average expenditure therefor having been less than \$35.)

##### Corps of Engineers:

###### Rivers and harbors:

Boston Harbor seaplane channel.....	\$1, 500, 000. 00
Channel from Manteco to Oregon Inlet, N. C.....	45, 000. 00
Silver Lake Harbor, N. C.....	60, 000. 00
Pearl River, Miss. and La.....	1, 897, 000. 00
Missouri River: Kansas City, Mo. to Sioux City, Iowa.....	1, 666, 600. 00

(The committee recommend this amount in addition to the \$1,700,000 tentatively allocated under the House bill for the project between Kansas City, Mo., and Sioux City, Iowa.)

Total, rivers and harbors.....	5, 168, 600. 00
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###### Flood control:

Lugert-Altus flood control and reclamation reservoir.....	450, 000. 00
Huntington, W. Va., project: to complete Guyandot section.....	1, 101, 000. 00

(The committee recommend this amount in addition to the \$1,129,000 allowed by the House.)

The committee recommend that the following provision be stricken from the bill:

"of which not to exceed \$7,683,035 shall be available immediately and exclusively for expenditure upon projects on account of which allotments heretofore have not been made, and, in addition, for the protection at approaches to military reservations from floodwaters"

Total, flood control.....	1, 551, 000. 00
---------------------------	-----------------

Total, Corps of Engineers.....	6, 719, 600. 00
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The Panama Canal:

Maintenance and operation:

Quarters for American employees, including preparation of sites and necessary municipal and electrical installations-----

\$260, 000. 00

It is recommended by the committee that the last proviso of Section 2 of the bill be amended to read as follows:

*“: Provided further, That the President may suspend compliance with this section or any subdivision or provision hereof in time of war or national emergency if he should deem such course to be in the public interest”*

Total increase-----	6, 979, 600. 00
Amount of bill as reported to Senate-----	228, 251, 828. 00









Calendar No. 206

77TH CONGRESS  
1ST SESSION

# H. R. 4183

[Report No. 196]

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IN THE SENATE OF THE UNITED STATES

MARCH 31, 1941

Read twice and referred to the Committee on Appropriations

APRIL 25, 1941

Reported by Mr. THOMAS of Oklahoma, with amendments

[Omit the part struck through and insert the part printed in italic]

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## AN ACT

Making appropriations for the fiscal year ending June 30, 1942,  
for civil functions administered by the War Department,  
and for other purposes.

1       *Be it enacted by the Senate and House of Representa-*  
2       *tives of the United States of America in Congress assembled,*  
3       That the following sums are appropriated, out of any money  
4       in the Treasury not otherwise appropriated, for the fiscal year  
5       ending June 30, 1942, for civil functions administered by  
6       the War Department, and for other purposes, namely:

7                       QUARTERMASTER CORPS

8                       CEMETERIAL EXPENSES

9       For maintaining and improving national cemeteries, in-  
10      cluding fuel for and pay of superintendents and the superin-



1   tendent at Mexico City, and other employees; *purchase of*  
2   *land*; purchase of tools and materials; repair, maintenance,  
3   and operation of passenger-carrying motor vehicles; care and  
4   maintenance of the Arlington Memorial Amphitheater, chapel,  
5   and grounds in the Arlington National Cemetery, and that por-  
6   tion of Congressional Cemetery to which the United States has  
7   title and the graves of those buried therein, including Confed-  
8   erate graves, and including the burial site of Pushmataha, a  
9   Choctaw Indian chief; repair to roadways but not to more than  
10   a single approach road to any national cemetery constructed  
11   under special Act of Congress; for headstones or markers for  
12   unmarked graves of soldiers, sailors, and marines under the  
13   Acts approved March 3, 1873 (24 U. S. C. 279), February  
14   3, 1879 (24 U. S. C. 280), March 9, 1906 (34 Stat. 56),  
15   March 14, 1914 (38 Stat. 768), February 26, 1929 (24  
16   U. S. C. 280a), and April 18, 1940 (54 Stat. 142), and  
17   civilians interred in post cemeteries; recovery of bodies and  
18   disposition of remains as authorized by Act of May 17, 1938  
19   (10 U. S. C. 916-916d), including remains of personnel of  
20   the Army of the United States who die while on active  
21   duty; expenses authorized by Act of July 8, 1940 (54 Stat.  
22   743), incident to remains, dependents, and property of em-  
23   ployees dying while in a travel status or on duty in a terri-  
24   tory or possession of the United States or in a foreign coun-  
25   try; travel allowances of attendants accompanying remains



1 of military personnel and civilian employees; for repairs and  
2 preservation of monuments, tablets, roads, fences, and so  
3 forth, made and constructed by the United States in Cuba  
4 and China to mark the places where American soldiers fell;  
5 care, protection, and maintenance of the Confederate Mound  
6 in Oakwood Cemetery at Chicago, the Confederate Stock-  
7 ade Cemetery at Johnstons Island, the Confederate burial  
8 plats owned by the United States in Confederate Cemetery  
9 at North Alton, the Confederate Cemetery, Camp Chase, at  
10 Columbus, the Confederate Cemetery at Point Lookout, and  
11 the Confederate Cemetery at Rock Island; and for care and  
12 maintenance of graves used by the Army for burials in com-  
13 mercial cemeteries, \$2,765,626: *Provided*, That no railroad  
14 shall be permitted upon any right-of-way which may have  
15 been acquired by the United States leading to a national  
16 cemetery, or to encroach upon any roads or walks constructed  
17 thereon and maintained by the United States: *Provided*  
18 *further*, That no part of this appropriation shall be used for  
19 repairing any roadway not owned by the United States  
20 within the corporate limits of any city, town, or village.

21 The Secretary of War is authorized to convey to any  
22 State, county, municipality, or proper agency thereof, in  
23 which the same is located, all the right, title, and interest  
24 of the United States in and to any Government owned or  
25 controlled approach road to any national cemetery: *Provided*,



1 That prior to the delivery of any instrument of conveyance  
2 hereunder, the State, county, municipality, or agency to  
3 which the conveyance herein authorized is to be made, shall  
4 notify the Secretary of War in writing of its willingness to  
5 accept and maintain the road included in such conveyance:  
6 *Provided further*, That upon the execution and delivery of  
7 any conveyance herein authorized the jurisdiction of the  
8 United States of America over the road conveyed shall  
9 cease and determine and shall thereafter vest in the State  
10 in which said road is located.

## 11 SIGNAL CORPS

### 12 ALASKA COMMUNICATION SYSTEM

13 For operation, maintenance, and improvement of the  
14 Alaska Communication System, including travel allowances  
15 and travel in kind as authorized by law, and operation and  
16 maintenance of passenger-carrying vehicles, \$222,744, to be  
17 derived from the receipts of the Alaska Communication Sys-  
18 tem which have been covered into the Treasury of the United  
19 States, and to remain available until the close of the fiscal  
20 year 1943: *Provided*, That the Secretary of War shall  
21 report to Congress the extent and cost of any extensions  
22 and betterments which may be effected under this appro-  
23 priation: *Provided further*, That hereafter charges for inter-  
24 connection between the radio-telephone facilities of this  
25 system and commercial telephone facilities may be paid from  
26 the receipts of the Alaska Communication System.



## CORPS OF ENGINEERS

## RIVERS AND HARBORS AND FLOOD CONTROL

To be immediately available and to be expended under the direction of the Secretary of War and the supervision of the Chief of Engineers, and to remain available until expended:

## RIVERS AND HARBORS

For the preservation and maintenance of existing river and harbor works, and for the prosecution of such projects heretofore authorized as may be most desirable in the interests of commerce and navigation: for survey of northern and northwestern lakes and other boundary and connecting waters as heretofore authorized, including the preparation, correction, printing, and issuing of charts and bulletins and the investigation of lake levels; for prevention of obstructive and injurious deposits within the harbor and adjacent waters of New York City; for expenses of the California Débris Commission in carrying on the work authorized by the Act approved March 1, 1893, as amended (33 U. S. C. 661, 678, and 683); for removing sunken vessels or craft obstructing or endangering navigation as authorized by law; for operating and maintaining, keeping in repair, and continuing in use without interruption any lock, canal (except the Panama Canal), canalized river, or other public works for the use and benefit of navigation belong-



1 ing to the United States, including maintenance of the Hen-  
 2 nepin Canal in Illinois; for payment annually of tuition fees  
 3 of not to exceed fifty student officers of the Corps of Engi-  
 4 neers at civil technical institutions under the provisions of  
 5 section 127a of the National Defense Act, as amended  
 6 (10 U. S. C. 535); for examinations, surveys, and  
 7 contingencies of rivers and harbors; for printing and binding,  
 8 newspapers, lawbooks, books of reference, periodicals, and  
 9 office supplies and equipment required in the Office of the  
 10 Chief of Engineers to carry out the purposes of this appro-  
 11 priation, including such printing as may be authorized by  
 12 the Committee on Printing of the House of Representatives,  
 13 either during a recess or session of Congress, of surveys  
 14 authorized by law, and such surveys as may be printed  
 15 during a recess of Congress shall be printed, with illus-  
 16 trations, as documents of the next succeeding session of  
 17 Congress, and for the purchase (not to exceed \$167,870)  
 18 of motor-propelled passenger-carrying vehicles and motor-  
 19 boats, for official use: *Provided*, That no part of this appro-  
 20 priation shall be expended for any preliminary examina-  
 21 tion, survey, project, or estimate not authorized by law,  
 22 ~~\$63,400,040~~ \$68,268,640, of which \$1,500,000 shall be avail-  
 23 able for improvement of Boston Harbor as recommended in  
 24 House Document Numbered 362, Seventy-sixth Congress,  
 25 \$45,000 for improvement of the channel from Manteo to Ore-



1 gon Inlet, North Carolina, as recommended in House Docu-  
2 ment Numbered 313, Seventy-sixth Congress, and \$60,000 for  
3 improvement of Silver Lake Harbor, North Carolina, as  
4 recommended in House Document Numbered 325, Seventy-  
5 sixth Congress, all as authorized by the National Defense  
6 River and Harbor Act approved October 17, 1940: *Pro-*  
7 *vided*, That from this appropriation the Secretary of War  
8 may, in his discretion and on the recommendation of  
9 the Chief of Engineers based on the recommendation  
10 by the Board of Rivers and Harbors in the review of  
11 a report or reports authorized by law, expend such sums  
12 as may be necessary for the maintenance of harbor  
13 channels provided by a State, municipality, or other public  
14 agency, outside of harbor lines and serving essential needs  
15 of general commerce and navigation, such work to be subject  
16 to the conditions recommended by the Chief of Engineers  
17 in his report or reports thereon: *Provided further*, That  
18 no appropriation under the Corps of Engineers for the fiscal  
19 year 1942 shall be available for any expenses incident to  
20 operating any power-driven boat or vessel on other than  
21 Government business: *Provided further*, That not to exceed  
22 \$1,000 of the amount herein appropriated shall be available  
23 for the support and maintenance of the Permanent Interna-  
24 tional Commission of the Congresses of Navigation and for  
25 the payment of the actual expenses of the properly accredited



1 delegates of the United States to the meeting of the Con-  
2 gresses and of the Commission.

3 FLOOD CONTROL

4 Flood control, general: For the construction and main-  
5 tenance of certain public works on rivers and harbors for  
6 flood control, and for other purposes, in accordance with the  
7 provisions of the Flood Control Act, approved June 22,  
8 1936, as amended and supplemented, including printing and  
9 binding, newspapers, law books, books of reference, period-  
10 icals, and office supplies and equipment required in the Office  
11 of the Chief of Engineers to carry out the purposes of this  
12 appropriation, the purchase (not to exceed \$27,200) of  
13 motor-propelled passenger-carrying vehicles and motorboats  
14 for official use, and for preliminary examinations and surveys  
15 of flood-control projects authorized by law, ~~\$71,129,000~~  
16 ~~\$72,680,000, of which not to exceed \$7,683,035 shall be~~  
17 ~~available immediately and exclusively for expenditure upon~~  
18 ~~projects on account of which allotments heretofore have not~~  
19 ~~been made, and, in addition, for the protection at approaches~~  
20 ~~to military reservations from flood waters: Provided, That~~  
21 ~~\$998,342 of this appropriation shall be transferred and~~  
22 ~~made available to the Secretary of Agriculture for pre-~~  
23 ~~liminary examinations and surveys, as authorized by law,~~  
24 ~~for run-off and water-flow retardation and soil-erosion~~  
25 ~~prevention on the watersheds of flood-control projects.~~



1 including the employment of persons in the District of  
2 Columbia and elsewhere, purchase of books and periodicals,  
3 printing and binding, the purchase (not to exceed \$15,000)  
4 of motor-propelled passenger-carrying vehicles and motor-  
5 boats, and for other necessary expenses: *Provided further*,  
6 That funds appropriated herein may be used for flood-control  
7 work on the Salmon River, Alaska, as authorized by law:  
8 *Provided further*, That funds appropriated herein may be  
9 used to execute detailed surveys, prepare plans and speci-  
10 fications, and to procure options on land and property  
11 necessary for the construction of authorized flood-control  
12 projects or for flood-control projects considered for selection  
13 in accordance with the provisions of section 4 of the Flood  
14 Control Act approved June 28, 1938: *Provided further*,  
15 That the expenditure of funds for completing the necessary  
16 surveys and securing options shall not be construed as a  
17 commitment of the Government to the construction of any  
18 project.

19 Flood control, Mississippi River and tributaries: For  
20 prosecuting work of flood control in accordance with the  
21 provisions of the Flood Control Act approved May 15, 1928,  
22 as amended (33 U. S. C. 702a), including printing and  
23 binding, newspapers, lawbooks, books of reference, period-  
24 icals, and office supplies and equipment required in the Office  
25 of the Chief of Engineers to carry out the purposes of this



1 appropriation, and for the purchase (not to exceed  
2 \$42,750) of motor-propelled passenger-carrying vehicles and  
3 motorboats for official use, \$22,000,000.

4       Emergency fund for flood control on tributaries of  
5 Mississippi River: For rescue work and for repair or  
6 maintenance of any flood-control work on any tributaries  
7 of the Mississippi River threatened or destroyed by flood,  
8 in accordance with section 9 of the Flood Control Act,  
9 approved June 15, 1936 (49 Stat. 1508), \$100.

10       Flood control, Sacramento River, California: For prose-  
11 cuting work of flood control, Sacramento River, California,  
12 in accordance with the provisions of Acts approved March 1,  
13 1917, May 15, 1928, and August 26, 1937 (33 U. S. C.  
14 703, 704; 50 Stat. 849), \$98,325.

15                               HYDROELECTRIC POWER

16       Power plant, Fort Peck Dam, Montana: For continu-  
17 ing the construction of the hydroelectric power plant at Fort  
18 Peck Dam, Montana, as authorized by the Act approved  
19 May 18, 1938 (52 Stat. 403), \$1,845,000.

20       Power plant, Bonneville Dam, Columbia River, Oregon:  
21 For continuing the construction of the hydroelectric power  
22 plant at Bonneville Dam, Columbia River, Oregon, as author-  
23 ized by the Acts approved August 30, 1935 (49 Stat. 1038),  
24 and August 20, 1937 (50 Stat. 731), \$7,170,000.



## UNITED STATES SOLDIERS' HOME

For maintenance and operation of the United States Soldiers' Home, to be paid from the Soldiers' Home Permanent Fund, \$806,067.

## THE PANAMA CANAL

For every expenditure requisite for and incident to the maintenance and operation, sanitation, and civil government of the Panama Canal and Canal Zone, and construction of additional facilities, including the following: Compensation of all officials and employees; foreign and domestic newspapers and periodicals; lawbooks; textbooks and books of reference; printing and binding, including printing of annual report; personal services in the District of Columbia; purchase or exchange of typewriting, adding, and other machines; purchase or exchange, maintenance, repair, and operation of motor-propelled and horse-drawn passenger-carrying vehicles; claims for damages to vessels passing through the locks of the Panama Canal, as authorized by the Panama Canal Act; claims for losses of or damages to property arising from the conduct of authorized business operations; claims for damages to property arising from the maintenance and operation, sanitation, and civil government of the Panama Canal, and construction of additional facilities; acquisition of land and land under water, as



1 authorized in the Panama Canal Act; expenses incurred in  
2 assembling, assorting, storing, repairing, and selling material,  
3 machinery, and equipment heretofore or hereafter purchased  
4 or acquired for the construction of the Panama Canal which  
5 are unserviceable or no longer needed, to be reimbursed from  
6 the proceeds of such sale; expenses incident to conducting  
7 hearings and examining estimates for appropriations on the  
8 Isthmus; expenses incident to any emergency arising because  
9 of calamity by flood, fire, pestilence, or like character not  
10 foreseen or otherwise provided for herein; travel expenses  
11 when prescribed by the Governor of the Panama Canal to  
12 persons engaged in field work or traveling on official busi-  
13 ness; not to exceed \$2,000 for travel and subsistence expenses  
14 of members of the police and fire forces of the Panama Canal  
15 incident to their special training in the United States; trans-  
16 portation, including insurance, of public funds and securities  
17 between the United States and the Canal Zone; purchase,  
18 construction, repair, replacement, alteration, or enlargement  
19 of buildings, structures, equipment, and other improvements;  
20 and for such other expenses not in the United States as the  
21 Governor of the Panama Canal may deem necessary best to  
22 promote the maintenance and operation, sanitation, and civil  
23 government of the Panama Canal, and construction of addi-  
24 tional facilities, all to be expended under the direction of the  
25 Governor of the Panama Canal and accounted for as follows:



1 For maintenance and operation of the Panama Canal:  
 2 Salary of the Governor, \$10,000; contingencies of the  
 3 Governor, to be expended in his discretion, not exceeding  
 4 \$3,000; purchase, inspection, delivery, handling, and stor-  
 5 ing of materials, supplies, and equipment for issue to all  
 6 departments of the Panama Canal, the Panama Railroad,  
 7 other branches of the United States Government, and for  
 8 authorized sales; payment in lump sums of not exceeding  
 9 the amounts authorized by the Injury Compensation Act  
 10 approved September 7, 1916 (5 U. S. C. 793), to alien  
 11 cripples who are now a charge upon the Panama Canal by  
 12 reason of injuries sustained while employed in the con-  
 13 struction of the Panama Canal; and relief payments author-  
 14 ized by the Act approved July 8, 1937 (50 Stat. 478),  
 15 ~~\$10,214,086~~ \$10,474,086; for continuing the construction of  
 16 special protective works, \$4,670,000; in all, ~~\$14,884,086~~  
 17 \$15,144,086, together with all moneys arising from the con-  
 18 duct of business operations authorized by the Panama Canal  
 19 Act.

20 Construction of additional facilities—Panama Canal: For  
 21 construction of additional facilities for the improvement and  
 22 enlargement of the capacity of the Panama Canal, in accord-  
 23 ance with the Act approved August 11, 1939 (53 Stat.  
 24 1409), including reimbursement to the appropriations  
 25 “Maintenance and Operation, Panama Canal”, “Sanitation,



1 Panama Canal", and "Civil Government, Panama Canal",  
2 in such amounts as the Governor of the Panama Canal shall  
3 from time to time determine to be additional costs incurred  
4 for the objects specified in said appropriations on account of  
5 the prosecution of the work; in all, \$34,932,000, and, in  
6 addition, the Governor of the Panama Canal may, when  
7 authorized by the Secretary of War, make or authorize the  
8 making of contracts prior to July 1, 1942, for or on account  
9 of the construction of such additional facilities, to an amount  
10 not in excess of \$79,000,000.

11 For sanitation, quarantine, hospitals, and medical aid  
12 and support of the insane and of lepers and aid and support  
13 of indigent persons legally within the Canal Zone, including  
14 expenses of their deportation when practicable, the purchase  
15 of artificial limbs or other appliances for persons who were  
16 injured in the service of the Isthmian Canal Commission  
17 or the Panama Canal prior to September 7, 1916, additional  
18 compensation to any officer of the United States Public  
19 Health Service detailed with the Panama Canal as chief  
20 quarantine officer, and payments of not to exceed \$50 in  
21 any one case to persons within the Government service who  
22 shall furnish blood from their veins for transfusion to the  
23 veins of patients in Panama Canal hospitals: *Provided*, That  
24 expenditures heretofore made to any person within the Gov-



1 ernment service for blood furnished to patients in Panama  
2 Canal hospitals are hereby validated, \$1,024,223.

3 For civil government of the Panama Canal and Canal  
4 Zone, including gratuities and necessary clothing for indigent  
5 discharged prisoners, \$1,295,017.

6 Total, Panama Canal, ~~\$52,435,326~~ \$52,395,326, to be  
7 available until expended.

8 In addition to the foregoing sums there is appropriated  
9 for the fiscal year 1942 for expenditures and reinvest-  
10 ment under the several heads of appropriation aforesaid,  
11 without being covered into the Treasury of the United States,  
12 and to remain available until expended, all moneys received  
13 by the Panama Canal during the fiscal year 1942 and  
14 prior fiscal years (exclusive of net profits for such prior  
15 fiscal years) from services rendered or materials and sup-  
16 plies furnished to the United States, the Panama Railroad  
17 Company, the Canal Zone government, or to their employees,  
18 respectively, or to the Panama Government, from hotel and  
19 hospital supplies and services; from rentals, wharfage, and  
20 like service; from labor, materials, and supplies and other  
21 services furnished to vessels other than those passing through  
22 the Canal, and to others unable to obtain the same elsewhere;  
23 from the sale of scrap and other byproducts of manufacturing  
24 and shop operations; from the sale of obsolete and unservice-  
25 able materials, supplies, and equipment purchased or acquired



1 for the operation, maintenance, protection, sanitation, and  
2 government of the Canal and Canal Zone; and any net profits  
3 accruing from such business to the Panama Canal shall an-  
4 nually be covered into the Treasury of the United States.

5       There is also appropriated for the fiscal year 1942  
6 for the operation, maintenance, and extension of water-  
7 works, sewers, and pavements in the cities of Panama and  
8 Colon, to remain available until expended, the necessary por-  
9 tions of such sums as shall be paid during that fiscal year as  
10 water rentals or directly by the Government of Panama for  
11 such expenses.

12       SEC. 2. No part of any appropriation contained in this  
13 Act shall be used directly or indirectly after May 1, 1941,  
14 except for temporary employment in case of emergency, for  
15 the payment of any civilian for services rendered by him on  
16 the Canal Zone while occupying a skilled, technical, clerical,  
17 administrative, executive, or supervisory position unless such  
18 person is a citizen of the United States of America or of the  
19 Republic of Panama: *Provided, however,* (1) That, not-  
20 withstanding the provision in the Act approved August  
21 11, 1939 (53 Stat. 1409), limiting employment in the  
22 above-mentioned positions to citizens of the United States  
23 from and after the date of the approval of said Act,  
24 citizens of Panama may be employed in such positions;  
25 (2) that at no time shall the number of Panamanian



1 citizens employed in the above-mentioned positions exceed  
2 the number of citizens of the United States so employed,  
3 if United States citizens are available in continental United  
4 States or on the Canal Zone; (3) that nothing in this  
5 Act shall prohibit the continued employment of any person  
6 who shall have rendered fifteen or more years of faithful and  
7 honorable service on the Canal Zone; (4) that in the selec-  
8 tion of personnel for skilled, technical, administrative, clerical,  
9 cal, supervisory, or executive positions, the controlling factors  
10 in filling these positions shall be efficiency, experience, training,  
11 ing, and education; (5) that all citizens of Panama and the  
12 United States rendering skilled, technical, clerical, administrative,  
13 trative, executive, or supervisory service on the Canal Zone  
14 under the terms of this Act (a) shall normally be employed  
15 not more than forty hours per week, (b) may receive as  
16 compensation equal rates of pay based upon rates paid for  
17 similar employment in continental United States plus 25  
18 per centum; (6) this entire section shall apply only to persons  
19 employed in skilled, technical, clerical, administrative,  
20 executive, or supervisory positions on the Canal Zone directly  
21 or indirectly by any branch of the United States Government  
22 or by any corporation or company whose stock is  
23 owned wholly or in part by the United States Government:  
24 *Provided further*, That the President may suspend compliance  
25 with this section *or any subdivision or provision hereof*



1 in time of war or national emergency if he should deem such  
2 course to be in the public interest.

3 SEC. 3. No part of any appropriation contained in this  
4 Act or authorized hereby to be expended shall be used  
5 to pay the compensation of any officer or employee of the  
6 Government of the United States, or of any agency the  
7 majority of the stock of which is owned by the Government  
8 of the United States, whose post of duty is in continental  
9 United States unless such person is a citizen of the United  
10 States, or a person in the service of the United States on  
11 the date of the approval of this Act who being eligible for  
12 citizenship had theretofore filed a declaration of intention  
13 to become a citizen or who owes allegiance to the United  
14 States.

15 SEC. 4. No part of any appropriation contained in this  
16 Act shall be used to pay the salary or wages of any person  
17 who advocates, or who is a member of an organization  
18 that advocates, the overthrow of the Government of the  
19 United States by force or violence: *Provided*, That for the  
20 purposes hereof an affidavit shall be considered prima facie  
21 evidence that the person making the affidavit does not  
22 advocate, and is not a member of an organization that  
23 advocates, the overthrow of the Government of the United  
24 States by force or violence: *Provided further*, That any  
25 person who advocates, or who is a member of an organization



1 that advocates, the overthrow of the Government of the  
2 United States by force or violence and accepts employment  
3 the salary or wages for which are paid from any appropria-  
4 tion in this Act shall be guilty of a felony and, upon convic-  
5 tion, shall be fined not more than \$1,000 or imprisoned  
6 for not more than one year, or both: *Provided further,*  
7 That the above penalty clause shall be in addition to, and  
8 not in substitution for, any other provisions of existing law.

9 SEC. 5. This Act may be cited as the "War Depart-  
10 ment Civil Appropriation Act, 1942".

Passed the House of Representatives March 27, 1941.

Attest:

SOUTH TRIMBLE,

*Clerk.*

By H. NEWLIN MEGILL.



77<sup>TH</sup> CONGRESS  
1<sup>ST</sup> SESSION

**H. R. 4183**

[Report No. 196]

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## **AN ACT**

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Making appropriations for the fiscal year ending June 30, 1942, for civil functions administered by the War Department, and for other purposes.

MARCH 31, 1941

Read twice and referred to the Committee on Appropriations

APRIL 25, 1941

Reported with amendments











and expression—everywhere in the world, in our own time and generation," he meant this freedom for everyone but Copperhead Lindbergh.

When the President said, "We look forward to a world founded upon freedom from want—everywhere in the world \* \* \* in our own time and generation," he obviously meant this freedom for everyone, everywhere, except the farmer in America.

When the President spoke in that message of "freedom from fear—anywhere in the world \* \* \* in our own time and generation," clearly he meant this vital freedom for everyone excepting only Americans, who, seemingly, could not be expected to do their American duty without being frightened.

Somewhere, sometime, I may understand all of this; but I am a complete dunce, as many of my colleagues will probably want to insist, when it comes to squaring Presidential and administration words with each other in this emergency, which finds us at war with one.

#### SOUND FOREIGN AND DEFENSE POLICY

The editor of the Bismarck (N. Dak.) Tribune affords a little light for me in the editorial which I now read:

#### MOST FOLKS AGREE

If you were to outline a sound foreign and national-defense policy for the United States you probably would say something like this:

"We are arming ourselves not for any purpose of conflict or intervention in foreign disputes. I repeat again that I stand on the platform of our party; we will not participate in foreign wars and will not send our Army, naval, or air forces to fight in foreign lands outside of the Americas except in case of attack.

"It is for peace that I have labored; and it is for peace that I shall labor all the days of my life. \* \* \*

"We look at the old world of Europe today. It is an ugly world, poisoned by hatred, and greed and fear. We can see what has been the inevitable consequence of that poison—it has been war.

"And we look at this country, built by generations of peaceable, friendly men and women, who had in their hearts faith—faith that the good life can be obtained by those who work for it.

"We know that we are determined to defend our country and with our neighbors to defend this hemisphere. We are strong in our defense.

"The first purpose of our foreign policy is to keep our country out of war. \* \* \*

"And while I am talking to you, fathers and mothers, I give you one more assurance. I have said this before, but I shall say it again and again and again, your boys are not going to be sent into any foreign wars.

"They are going into training to form a force so strong that, by its very existence, it will keep the threat of war far away from our shores. Yes; the purpose of our defense is defense. \* \* \*

"In 1935, in the face of growing dangers throughout the world, your Government undertook to eliminate the hazards which in the past had led to war. We made it clear that ships flying the American flag could not carry munitions to a belligerent; and that they must stay out of war zones. \* \* \*

"I am fighting to keep this Nation prosperous and at peace. I am fighting to keep our people out of foreign wars and to keep foreign conceptions of government out of our own United States."

Then the editor of the Tribune continues:

This is a fair statement of proper American aims and attitude. Furthermore, it is not an imaginary quotation.

Those words were spoken in various places in the eastern part of the United States, ranging from October 23, 1940, at Philadelphia, Pa., to November 1, 1940, at Brooklyn, N. Y. They did much to influence the thinking of the voters in the 1940 Presidential campaign.

Yes; you are right. These statements were made by Franklin D. Roosevelt in his campaign for a third term.

It is regarded as "unfriendly"—even treacherous—to quote them now in a different atmosphere. Efforts are being made to brand as disloyal anyone who has so long a memory, a memory which spans so short a range as 6 months.

Before the end of the next 3 months anyone who quotes these statements probably will be popularly regarded as disloyal. Such is the power of propaganda and such is the general disregard for ordinary moral standards in public affairs.

But millions of Americans will not forget them. No matter what the immediate future holds, millions of Americans will remember them—and what has happened since—as long as they live.

The Tribune editor might have added a definition of what is meant by "short of war" by quoting the President's words of September 1, 1939, when he said:

With the repeal of the arms embargo, this Government clearly and definitely will insist that American citizens and America ships keep away from the immediate perils of the actual zones of conflict.

But, then, to bother with that would only require an additional definition of what was meant by "clearly and definitely."

Again, the editor might have added to his outline one going to the question of what is meant by the expressions "neutrality," "fool's gold," and "profits or peace," and quoted the Presidential Chautauqua speech of 1936—Just before election, Mr. President—when he spoke as follows:

The Congress \* \* \* has given me certain authority to provide safeguards of American neutrality in case of war \* \* \* new weapons with which to maintain our neutrality.

\* \* \* Effective maintenance of American neutrality depends \* \* \* on the wisdom and determination of whoever at the moment occupy the offices of President and Secretary of State.

It is clear that our present policy and the measures passed by the Congress would, in the event of a war on some other continent, reduce war profits which would otherwise accrue to American citizens.

\* \* \* Let us not blink the fact that we would find in this country thousands of Americans who, seeking immediate riches—fool's gold—would attempt to break down or evade our neutrality.

\* \* \* If we face the choice of profits or peace, the Nation will answer—must answer—"We choose peace."

And while we seek to put Europe on a footing of principle and respect once again by getting as near to the slaughter there as we can without killing anyone or letting any Americans be killed, we might

remind ourselves of Thomas Jefferson's reminder that—

For us to attempt to reform all Europe and bring them back to principles of morality and a respect for the equal rights of nations would show us to be only maniacs of another character.

Dr. Ray Lyman Wilbur, the president of Stanford University, has a more modern way of expressing the same thought when he says:

If anyone believes the American people can go out and force other nations around to our way of thinking, he has a Hitler complex.

But what does it get us, Mr. President, after and if we were to do all this to satisfy ourselves as to the meaning? We are just where we are when we listen to Winston Churchill pounding up Hitler and asking us to have a hand in it today, and then read what the same Winston Churchill had to say back only a few months ago when he declared that if ever England was whipped in a war he hoped England could have a Hitler to show England the way out.

Perhaps, Mr. President, Mr. Willkie has the answer to it all when he says of his own kind of talk:

A bit of campaign oratory.

#### EXPLOSIONS, FIRES, AND OTHER ACTS OF POSSIBLE SABOTAGE IN THE UNITED STATES

Mr. BRIDGES. Mr. President, I ask unanimous consent to have inserted in the body of the Record as part of my remarks a statement I have prepared with a list of explosions, fires, and other acts of possible sabotage in this country during the past few months.

There being no objection, the statement was ordered to be printed in the Record, as follows:

Many things have been happening in this country which perhaps have escaped the attention of the majority of citizens.

I refer to the explosions, fires, and other acts which have been taking place over the past few months. Peculiarly enough, they have occurred in industrial plants engaged in defense work, in Navy yards, in our Government buildings here in Washington, and in our armories. Many of these acts may be attributed to sabotage.

With such things going on, and with communistic, Nazi, and Fascist influences bringing about a delay in our defense program and destruction of part of it—it is about time that we buckle up our belts and start to deal with these things with a firm hand.

We are engaged in a great effort to prepare ourselves for any eventuality. The people have recognized the threat to the present and the future security of this Nation and, through their Representatives in Congress, have accepted the task of placing our defense forces in order.

Billions of dollars are being appropriated for expanding the program of the Army and Navy of the United States. We are taking upon ourselves as a people the tremendous burden of eventually paying for this defense effort. We do so with the hope that by shouldering this burden and preparing ourselves we shall be relieved of the fear of entering a State of human bondage.

Americans possess a characteristic which in normal times is one of their greatest assets, but which in critical times, such as those through which we are passing, has a tendency to become a liability.



The characteristic of which I speak is the mutual trust which marks the personal and group relations of the people who comprise our population. Most Americans have such an abiding love for their country and such a firm belief in its infinity that it is impossible for them to conceive of any person or group of persons within its borders possessed of an urge to render its system of government impotent. Hence it is not difficult to understand the indifference with which they have regarded the appeals of those individuals and agencies conscious of the presence of persons who have pledged their allegiance to philosophies of government foreign to our own. Neither is it difficult to understand how persons exercising vicious influences upon our way of life have been able to effectively here espouse their respective causes.

People are indifferent either when they are not informed or when they are misinformed. It is the duty and the privilege of the many patriotic and informed Americans to hail the attention of their fellows to every existing danger to the perpetuation of our representative government. We who are aware of the truth that among us are many intent upon subversive activities and utilizing our guaranteed liberties to nurse their alien plans should accept the task of rousing all the people from their sleepy hollow and enlisting their energies in the fight against such influence. For it is also characteristic of the American people that once aroused to the need for action, their efforts are immediate and decisive.

I am convinced that we of this Nation can be as cunning in detecting the hostile activities of foreign agents and their allies as they can be in discovering our weaknesses and attempting to prosecute their program. I am convinced we can repel their acts without insulting or injuring those who have made their subscription to our democracy above reproach. I think we all agree that reason should set the pace of our attack upon the "fifth columnist"; that we should not allow our emotional reaction to his reprehensible movements to destroy the effectiveness of our counterconduct or embarrass loyal Americans. Yet in such an emergency as now exists our citizens are the essence of discretion and tolerance. We realize we have a difficult assignment and that in seeking to destroy a vicious influence it is not always possible and practical to make the treatment delicate. Prompted by such an understanding, the American people will refuse to accept as a violation of their inalienable rights temporary infringements incident to the struggle to make their future secure.

We who are loyal will not complain if our toes are stepped upon by those whose assignment it is to crush the plan by which they who are afflicted with the "isms" would destroy our entire physique. Americans would be unwise to refuse the blessing of such understanding.

The Federal Bureau of Investigation under J. Edgar Hoover is doing an excellent job, but they have a comparatively small force, and they are spread very thin throughout the country. They should have more appropriations and more men in order that this problem of sabotage and the subversive activities of large groups of people residing in this country may be unearthed, and proper action taken.

This is no time to twaddle—it is a time for action.

I hereby submit to the Senate a partial list of explosions, fires, and other acts which may have been caused by sabotage in this country during the last few months.

#### EXPLOSIONS

September 12, 1940: Hercules Powder Co., Kenilworth, N. J.

August 16, 1940: Atlas Powder Co., Joplin, Mo.

November 12, 1940: Trojan Powder Co., Allentown, Pa.

November 12, 1940: American Cyanamid & Chemical Co., Edinburg, Pa.

November 12, 1940: United Railway Signal Co., Woodbridge, N. J.

November 23, 1940: Du Pont Powder Co., Tacoma, Wash.

November 22, 1940: Lion Oil Refinery, El Dorado, Ark.

December 2, 1940: Columbia Powder Co., Tacoma, Wash.

December 10, 1940: Picatinny Arsenal, Dover, N. J.

February 4, 1941: Wiedeman Machine Co., Philadelphia, Pa.

February 27, 1941: American Cyanamid & Chemical Co., Maynard, Mass. (first).

March 20, 1941: Hercules Powder Co., Kenilworth, N. J. (second explosion).

March 21, 1941: American Cyanamid & Chemical Co., Maynard, Mass. (second).

April 11, 1941: Hercules Powder Co., Belvidere, N. J.

April 11, 1941: Woodward Iron Co., Birmingham, Ala.

April 21, 1941: American Cyanamid & Chemical Co., Maynard, Mass. (third).

#### FIRES

November 16, 1940: Boston Navy Yard, Boston, Mass.

November 12, 1940: National Guard Armory, Atlanta, Ga.

November 17, 1940: Boston Navy Yard, Boston, Mass. (second fire).

November 17, 1940: Pennsylvania Chemical Co., Pittsburgh, Pa.

November 26, 1940: Navy Department Building, Washington, D. C.

December 2, 1940: Two additional fires in Washington, D. C., Navy Yard, and at naval magazine, Bellevue, D. C.

December 9, 1940: Lowenthal Rubber Co., Akron, Ohio.

December 11, 1940: Norfolk Navy Yard, Norfolk, Va. (building destroyed).

December 14, 1940: Condenser Service Engineering Corporation, Hoboken, N. J.

January 14, 1941: Hercules Powder Co., Kenilworth, N. J. (third disaster in few months).

February 9, 1941: New Haven Quilt & Pad Co., New Haven, Conn. (big fire).

March 1, 1941: Fort Myer, Va., Army barracks destroyed.

March 13, 1941: Barnett Foundry & Machine Co., Irvington, N. J. (destroyed plant).

March 13, 1941: Bienville Warehouse Co., New Orleans, La. (drydock fired).

March 19, 1941: Boston Navy Yard, Boston, Mass. (fire in power and communications).

March 19, 1941: Curtiss-Wright airplane plant, Buffalo, N. Y.

April 11, 1941: Steamship *El Mundo*, New York Harbor.

April 28, 1941: Navy powder plant, Indian Head, Md.

#### OTHER ACTS

November 13, 1940: Seattle, Wash., emery dust in vital machinery of Steamship *President Grant* and Steamship *President Harrison*.

November 3, 1940: Giant cranes collapsed, San Francisco, building ships for Maritime Commission.

December 2, 1940: New York—liner *Yucatan*, valves were opened, and ship sunk at port. Was to sail for Puerto Rico with Government food supplies next day for new Government bases.

November 27, 1940: Catskill, Lehigh Portland Cement Co., 27 silos of cement for defense contracts collapsed.

December 6, 1940: Tacoma, Wash.—gas poisons many at shipbuilding company.

March 17, 1941: Daden, Pa.—Pennsylvania Railroad train carrying United States soldiers wrecked.

March 18, 1941: Ravenna, Ohio—derailment of train carrying 750 United States Government workers to new arsenal.

March 20, 1941: Pittsburgh, Pa.—earth-slide buried railroad tracks.

April 1, 1941: Stewartsville, Va.—freight train carrying defense orders (explosion).

Above list furnished by Joseph Leib Research Bureau, Washington, D. C.

#### MESSAGE FROM THE HOUSE

A message from the House of Representatives, by Mr. Megill, one of its clerks, announced that the House had agreed to the report of the committee of conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H. R. 3981) making appropriations for the Navy Department and the naval service for the fiscal year ending June 30, 1942, and for other purposes.

#### ENROLLED BILLS SIGNED

The message also announced that the Speaker had affixed his signature to the following enrolled bills, and they were signed by the Vice President:

S. 482. An act to provide for the appointment of one additional United States district judge for the northern district of Ohio;

S. 1254. An act to limit the operation of sections 109 and 113 of the Criminal Code and section 190 of the Revised Statutes of the United States, with respect to counsel in certain matters;

H. R. 2082. An act relating to certain inspections and investigations in coal mines for the purpose of obtaining information relating to health and safety conditions, accidents, and occupational diseases therein, and for other purposes; and

H. R. 3252. An act to make emergency provision for certain activities of the United States Maritime Commission, and for other purposes.

#### WAR DEPARTMENT CIVIL FUNCTIONS APPROPRIATIONS

Mr. THOMAS of Oklahoma. Mr. President, I move that the Senate proceed to the consideration of House bill 4183, the War Department civil functions appropriation bill.

The PRESIDING OFFICER (Mr. TUNNELL in the chair). The bill will be stated by title.

The CHIEF CLERK. A bill (H. R. 4183) making appropriations for the fiscal year ending June 30, 1942, for civil functions administered by the War Department, and for other purposes.

The PRESIDING OFFICER. The question is on agreeing to the motion of the Senator from Oklahoma.

The motion was agreed to; and the Senate proceeded to consider the bill, which had been reported from the Committee on Appropriations, with amendments.

Mr. THOMAS of Oklahoma. I ask unanimous consent that the formal reading of the bill be dispensed with, and that it be read for amendment, the amendments of the committee to be first considered.

The PRESIDING OFFICER. Without objection, it is so ordered.

The clerk will state the first amendment of the committee.

The first amendment of the Committee on Appropriations was, under the heading, "Quartermaster Corps—Cemeterial Expenses", on page 2, line 1, after



the word "employees", to insert "purchase of land."

The amendment was agreed to.

The next amendment was, under the heading "Corps of Engineers—rivers and harbors," on page 6, line 22, after the words "by law", to strike out "\$63,100,040" and insert "\$68,268,640, of which \$1,500,000 shall be available for improvement of Boston Harbor as recommended in House Document No. 362, Seventy-sixth Congress, \$45,000 for improvement of the channel from Manteo to Oregon Inlet, N. C., as recommended in House Document No. 313, Seventy-sixth Congress, and \$60,000 for improvement of Silver Lake Harbor, N. C., as recommended in House Document No. 325, Seventy-sixth Congress, all as authorized by the National Defense River and Harbor Act approved October 17, 1940."

The amendment was agreed to.

The next amendment was, under the subhead "Flood control", on page 8, line 15, after the words "by law", to strike out "\$71,129,000" and insert "\$72,680,000."

Mr. McNARY. Mr. President, I am not altogether conversant with the nature of the amendment just stated, or the reason why this action was taken by the Senate committee. I am advised that there is some disagreement among the Members of the Senate regarding the attitude of the committee, and that the senior Senator from Kentucky [Mr. BARKLEY], our eminent leader, desires to have the House language restored, in other words, desires that we reject the Senate committee amendment. I do not know whether the Senator from Oklahoma wishes to accept such a proposal. If not, I should want to suggest the absence of a quorum.

Mr. THOMAS of Oklahoma. The Senator from Kentucky is on his way to the Chamber, and will no doubt be here in a moment.

Mr. McNARY. If there is to be any controversy over the matter, I should want a quorum present anyway.

Mr. THOMAS of Oklahoma. I think it would be well to suggest the absence of a quorum.

Mr. McNARY. I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The legislative clerk called the roll, and the following Senators answered to their names:

Adams	Clark, Mo.	McCarran
Alken	Connally	McFarland
Andrews	Danaher	McNary
Austin	Davis	Maloney
Bailey	Downey	Mead
Ball	Ellender	Murdoch
Bankhead	George	Murray
Barbour	Gerry	Norris
Barkley	Gillette	Nye
Bilbo	Glass	O'Mahoney
Bone	Green	Overton
Brewster	Guffey	Radcliffe
Bridges	Gurney	Reed
Brooks	Hatch	Reynolds
Brown	Hayden	Russell
Bulow	Herring	Schwartz
Bunker	Hill	Shipstead
Burton	Holman	Smathers
Butler	Hughes	Smith
Byrd	Johnson, Calif.	Spencer
Byrnes	Johnson, Colo.	Stewart
Capper	La Follette	Taft
Caraway	Langer	Thomas, Idaho
Chandler	Lee	Thomas, Okla.
Chavez	Lodge	Thomas, Utah
Clark, Idaho	Lucas	Tobey

Truman	Vandenberg	White
Tunnell	Van Nuys	Willis
Tydings	Wallgren	

Mr. HILL. I announce that the Senator from Mississippi [Mr. HARRISON], the Senator from Tennessee [Mr. McKELLAR], and the Senator from New York [Mr. WAGNER] are absent from the Senate because of illness.

The Senator from West Virginia [Mr. KILGORE], the Senator from Florida [Mr. PEPPER], and the Senator from Montana [Mr. WHEELER] are necessarily absent.

The Senator from Massachusetts [Mr. WALSH] is absent in the performance of official duty as a member of the Board of Visitors to the Naval Academy at Annapolis.

Mr. McNARY. The Senator from Wisconsin [Mr. WILEY] is absent on official business as a member of the Board of Visitors at the Naval Academy.

The PRESIDING OFFICER. Eighty-six Senators having answered to their names, a quorum is present.

Mr. THOMAS of Oklahoma. Mr. President, when the quorum was called we had reached the amendment on page 8.

Mr. BARKLEY. I desire to offer an amendment to the amendment of the committee. I move to strike out the figures "\$72,680,000" and to insert in lieu thereof "\$79,234,000." I will say just a word in explanation of the amendment I am offering.

The Bureau of the Budget recommended an appropriation of \$70,000,000 for flood-control work under projects heretofore authorized by law. The House inserted a provision on page 8 providing that \$7,683,035 should be immediately available "and exclusively for expenditure upon projects on account of which allotments heretofore have not been made." So under that language \$7,683,035 would be taken out of the appropriation in the bill as it passed the House for the continuation of projects already under construction.

There are nine projects involved in the provision, a list of which I will give from the hearings. These projects are recommended by the War Department as the nine most urgent in the entire country for flood control and for national defense.

A list of the projects appears on page 81 of the hearings. The projects are the Almond Reservoir, N. Y.; Buffalo Bayou, Tex., at Houston; Louisville, Ky.; Newport, Ky.; Huntington, W. Va.; Wolf Creek Reservoir, on the Cumberland River; Wood River levee, in Illinois; Tacoma, Wash., project; Dorena Reservoir, in Oregon.

The House undertook to earmark \$7,683,035 to begin these nine projects.

In the hearings before the committee it was testified by Brigadier General Robins, representing Major General Schley, Chief of Engineers, that these projects had all been approved by the War Department, and recommended as the nine most urgent in the United States, from the standpoint of flood control and national defense, but the engineers did not want the amount of money made available for beginning these projects to be taken out of the appropriation for the continuation of projects already under construction. In the hearings it

will appear that General Robins suggested that instead of taking it out of the \$71,000,000-plus contained in the bill, new money be provided for the beginning of these projects.

While there were nine projects recommended by the Chief of Engineers, the committee has included one, at Huntington, W. Va., which I think ought to be agreed to by the Senate, and it has added one project in Oklahoma, calling for \$450,000, which is not included in the nine projects to which I have referred, and I will say to my friend the Senator from Oklahoma that I have no objection to the inclusion of that item for Oklahoma.

My amendment simply enables the War Department to begin the other eight of these nine projects which they urge, by the appropriation of new money for that purpose, instead of taking it out of the appropriation provided for existing projects which are now under construction.

Mr. McNARY. Mr. President, will the Senator yield?

Mr. BARKLEY. I yield.

Mr. McNARY. If I understand the Senator from Kentucky correctly, it is his purpose to have the Senate disagree with the proposed committee amendment, and to add—

Mr. BARKLEY. No; I will say to the Senator from Oregon that if my amendment is agreed to, adding this amount to the appropriation, which will provide new money for these projects, I will not have any objection to the Senate committee amendment striking out the House language, which takes the money out of the amount available for the projects already under construction. I hope the Senator from Oklahoma, as chairman of the subcommittee, and in charge of the bill, will accept my amendment.

I do not wish to go into detailed discussion of the items of the bill, but there are one or two with which I am familiar. For instance, we all recall the flood in the Ohio River Valley in 1937. As a result of that flood and other floods in the country, we passed the flood-control bill. Surveys were made in the Ohio River Valley, among them being one at Louisville, Ky. The Army engineers in cooperation with the city of Louisville made a detailed study for the purpose of providing against a recurrence of the damage which was inflicted upon that community by the flood of 1937. Under the arrangement the city of Louisville was to put up one and one-half million dollars to purchase rights-of-way and to do other preliminary work incident to the flood wall, plus \$1,000,000 for sewage disposal made necessary by the construction of the wall, all of which involved a two-and-one-half-million-dollar bond issue. It was necessary to go before the legislature in order to get an enabling act, and the election could not be held until November 1940. All this was done under the encouragement and with the cooperation of the engineers of the War Department. The project had been agreed to, but a bond issue had to be authorized in order to raise the two and one-half million dollars that Louisville was to put up. The election



could not be held until last November. The election was held, and by the more than two-thirds vote required by the State constitution the people provided for the issue of bonds for the necessary two and a half million dollars. If it had not been for that requirement the flood wall at Louisville would already be under construction, and therefore would come under the appropriation. The same thing occurred at Newport, Ky. I speak of these projects because naturally I know more about them than I do about the other projects throughout the country.

In the city of Louisville and in the vicinity of Louisville \$124,000,000 is at this time involved in defense enterprises. I shall not go into the details. Fort Knox is close by. Across the Ohio River in Indiana a \$75,000,000 powder plant is being constructed by the Du Pont interests.

Mr. THOMAS of Oklahoma. It is now in operation, is it not?

Mr. BARKLEY. No; it is not quite finished. But if a flood should occur in the Ohio Valley similar to that which occurred in 1937, it would absolutely paralyze this \$75,000,000 investment made by the Government of the United States. There are other defense enterprises in progress. All of them add up to \$124,000,000.

In Newport the Andrews Steel Co. and the Newport Rolling Mills are now engaged almost exclusively in the production of defense articles under contract with the War Department. In the fall of 1937 those factories were closed from the middle of January to the middle of March—2 months. We all know what would happen if a similar thing should occur now. The people have, under the encouragement and with the cooperation of the War Department, through the engineers, voted to provide their share of the expenses, and that money is now available.

The same thing may be said of all nine of these projects. There is one in Texas, one in New York, one in Illinois, one in Washington, one in Oregon, and others in other States. The only objection the engineers had to the provision in the House bill was that it subtracted from the total amount they had available in this bill for the continuation of projects now under construction. All these projects had been recommended by the engineers. They are authorized by law.

I hope the Senator from Oklahoma [Mr. THOMAS] and the Senate will accept my amendment, so work may be begun on these necessary, essential, indispensable projects which are intended and designed to accomplish and will accomplish the result of protecting immense investments by the Government of the United States.

Mr. HAYDEN. Mr. President, will the Senator yield?

Mr. BARKLEY. I yield.

Mr. HAYDEN. I wish to ascertain if I distinctly understand the Senator's proposal. As I understand, he concurs in the action taken by the committee in striking out the provision in the bill which requires that \$7,000,000-plus must be used for new projects. The commit-

tee made that recommendation, I may say to the Senator, on the following statement made by the Assistant Chief of Engineers:

The proviso now in the appropriation bill calling for the initiation of new projects will require the Department to make a blanket cut of 10 percent in the allotments which it proposed to make under the original Budget figure of \$70,000,000. It is probable that this cut will prevent the Department from acquiring during the fiscal year 1942 lands in reservoir areas where dams will be completed during this and the next fiscal year. Furthermore, essential highway and railway locations for certain reservoir projects now nearing completion will have to be postponed until the fiscal year 1943, so that the reservoirs themselves cannot be operated until that fiscal year. With this reduction it will also be necessary to postpone the construction of essential pumping plants for local protection projects throughout the country with the result that these projects will not afford the protection for which they are designated until after the fiscal year 1942.

Then he said:

The proviso now in the War Department civil appropriation bill calling for the initiation of new flood-control projects during fiscal year 1942 will not only affect the construction program of the Department, but it will also seriously curtail its design activities. It will unquestionably be necessary to reduce further the present design forces which have already been cut due to the limited appropriations for the present fiscal year. Since the work of this personnel is highly specialized and requires intensive training and technical knowledge, its loss will be a serious handicap in carrying out essential planning for new projects. Consequently the Department will be very much handicapped in placing such projects under construction when the present emergency is over and funds for such work become available in the future.

That will be the natural effect of allowing the House language to stand. General Robins, the Assistant Chief of Engineers, further said:

The Department is of the opinion that if new flood-control projects are to be initiated during the fiscal year 1942 it is in the best interests of the United States, from the viewpoint of both economy and efficiency, to increase the Department's proposed appropriations for that fiscal year to take care of such new projects as Congress may desire to initiate rather than to curtail the funds which will be available for the continuation of its present construction program.

That is what the Senator from Kentucky proposes to do?

Mr. BARKLEY. Yes; that is exactly what I propose to do.

Mr. HAYDEN. In other words, the Senator would follow the recommendation made by Brig. Gen. Thomas M. Robins, Assistant Chief of Engineers?

Mr. BARKLEY. Absolutely. I do not want to curtail the funds appropriated for flood-control works already under construction. From the \$7,683,035 which is earmarked in the House bill I have subtracted the \$1,129,000 that was earmarked for Huntington, W. Va., which leaves \$6,554,000. That is the sum by which I attempt to increase the appropriation, so that the recommendations of the Army engineers may be carried out and they may begin the nine new projects without in any way impinging on the appropriation carried in the bill for the

continuation of the projects already under construction.

Mr. THOMAS of Oklahoma. Mr. President, I wish to make a statement for the RECORD before we get away from this point.

Mr. BARKLEY. I yield.

Mr. THOMAS of Oklahoma. I wish to clarify the amendment offered by the Senator from Kentucky. I think he is in error in his tabulation. I think he means to increase the amount carried in the bill to the sum of \$79,234,035.

Mr. BARKLEY. I left off the \$35 because I did not think it was important so as to have a round sum.

Mr. THOMAS of Oklahoma. I ask the Senator from Kentucky if he has any objection to correcting the amount in his amendment?

Mr. BARKLEY. I have no objection, and I will modify my amendment so as to make the amount \$79,234,035.

Mr. McNARY. Mr. President, I wish to add my appeal to that of the able Democratic leader, the distinguished Senator from Kentucky [Mr. BARKLEY]. I think it would be a very grave mistake to conform to the action of the Senate committee.

I do not wish to cover the same ground covered by the Senator from Kentucky, but I hope the Senator from Oklahoma will favorably consider the amendment and place it in the bill.

Mr. THOMAS of Oklahoma. Mr. President, I think the RECORD should show what has been done to date.

The Board of Army Engineers recommended to the Budget Bureau certain projects and certain sums. The Budget Bureau reduced the amount to an even \$70,000,000. In the consideration of the bill the House decided to limit the appropriations practically to the Budget estimate. After it had made that decision it was decided to increase the number of projects, but still retain the same amount of money, so a provision was placed in the bill setting aside \$7,683,035 of the \$70,000,000, with which to start nine new projects, which would commit the Congress to a total expenditure in future years of approximately \$55,000,000.

The Senate committee did not see fit to take during the next 12 months the \$7,683,035 from the other projects the construction of which had been approved, and so the committee struck out the proviso on the theory that if the Congress should desire to start new projects, it had better make direct appropriations with which to start them.

As the matter now stands, if the Senate agrees to the committee amendment, no new projects will be started under the terms of this bill. If the amendment offered by the Senator from Kentucky is agreed to, we shall go forward with the projects approved by the Budget Bureau, in the total sum of \$70,000,000, and add to that sum approximately \$7,000,000 with which to start nine new projects, which means committing the Congress and the Government to a total expenditure in the future of \$55,000,000 over and above what the Congress is now committed to spend.

Mr. BARKLEY. Mr. President, will the Senator yield?



Mr. THOMAS of Oklahoma. I yield.

Mr. BARKLEY. That sum would be spread over a period of years.

Mr. THOMAS of Oklahoma. That is true.

Mr. BARKLEY. Depending upon the amount that may be economically expended each year, just as the appropriations for the projects already under construction have been spread.

Mr. THOMAS of Oklahoma. The issue before the Senate is, Do we desire to authorize the starting of nine new projects costing \$7,000,000 this year, and in the future, next year, the year after, and possibly the following year—because, as a rule, about 4 years are required to complete one of these projects—to spend \$55,000,000 more? That is a decision which only the Senate can make. The House has agreed to start these projects by taking \$7,000,000 from the allocations to the projects now under construction. The Senate committee did not want to follow that procedure. The Senate committee did not pass upon the question as to whether or not we should start nine new projects, representing a total cost over the years of \$55,000,000 and a cost this year of approximately \$7,000,000.

Mr. CHANDLER. Mr. President, will the Senator yield?

Mr. THOMAS of Oklahoma. I yield.

Mr. CHANDLER. I do not think the importance of flood-control projects should be underestimated by Senators. I was the Governor of my State in 1937, when we suffered perhaps the most disastrous flood in all the history of the country. Eight hundred thousand people were driven from their homes temporarily because of that flood; and the waters of the Ohio and its tributaries flooded all the territory from Catlettsburg to Hickman.

I hope the amendment of my colleague will be agreed to, for the reason that, in accordance with plans already made, the city of Louisville and the city of Newport have done everything they have been called upon to do, and it seems to me it would be a great mistake to permit to continue the prospect of a great loss to important defense industries. One of such industries is a powder plant, which is very important to the country. If a flood similar to the one of 1937 should occur in the Ohio River Valley, the defense industries would suffer great loss.

Mr. BARKLEY. Mr. President, if my colleague will permit me and the Senator from Oklahoma will yield, I will say that the flood of 1937 caused a damage of more than \$70,000,000 to the community of Louisville alone, and \$400,000,000 in the Ohio Valley. If a similar flood should occur in the future it would cost the Government of the United States, because of the defense enterprises, more than the entire \$55,000,000 which would be spent on all nine of these projects over the period of years required to complete their construction.

Mr. CHANDLER. In 1937 General Markham was Chief of Engineers. Together we followed the line of the flood and viewed the damage. The statement of my colleague is entirely correct. These projects may be called new proj-

ects, but they are projects which should have been undertaken long ago.

Mr. BARKLEY. They are projects which are already approved, and would now be under construction if it had not been for the constitutional and legal technicalities which the communities had to meet in order to raise their part of the appropriation to buy rights-of-way and make other preliminary expenditures so that the Government would not be charged with such expenditures.

Mr. CHANDLER. I do not know the facts with respect to projects in other States, but I do know that the Wolf Creek project is very important, particularly to Louisville and Newport, and also to all the people of the United States, because of the importance of defense industries at the present time.

Mr. BARKLEY. It may appear on the surface that Kentucky has more flood-control projects than any other State. That is perfectly natural because of the geographical situation. The Ohio River borders Kentucky River on the north all the way from West Virginia to Missouri. North of Kentucky are Illinois, Indiana, and Ohio. Flood-control projects are already under construction on the other side of the river, and if it appears that there are more such projects in the State of Kentucky than in other States, that situation grows out of the fact that Kentucky borders the Ohio River south of three other States of the Union. Therefore, in proportion to the mileage of the Ohio River as between Kentucky, Ohio, Indiana, and Illinois, the number of projects is not out of proportion.

Mr. CHANDLER. Mr. President, will the Senator yield?

Mr. BARKLEY. I yield.

Mr. CHANDLER. I hope the Senator from Oklahoma [Mr. THOMAS] will accept the amendment offered by my colleague. If he does not feel that he can do so, I certainly hope the Senate will write such a provision into the bill.

Mr. BARKLEY. Mr. President, the only question involved is whether the \$7,000,000 shall be taken out of the fund appropriated for projects already under construction or whether it shall be added to the total amount so that the projects in question may go forward with what may be called new money.

Mr. THOMAS of Oklahoma. Mr. President, since the committee took no action toward authorizing the construction of the new projects, but rather took adverse action, hearings were not held on the necessity for the construction of the nine new projects.

The senior Senator from Kentucky makes the statement that a new powder plant has been constructed at Charlestown, in southern Indiana.

Mr. BARKLEY. That is correct.

Mr. THOMAS of Oklahoma. At a cost of \$75,000,000.

Mr. BARKLEY. At a cost of \$75,000,000. In addition, I will say that the Goodyear Rubber Co. is constructing and will operate for the Government, with Government money, a plant for the manufacture of rubber products. The Navy is now constructing a shell-loading plant. All these expenditures by the Government of the United States amount to

\$124,000,000 or \$125,000,000. The question is whether we want to protect that investment by beginning at this time to construct a flood wall, heretofore decided upon, and with respect to which the people in the various communities have voted their share of the contribution under the encouragement and advice of the Government of the United States, through the Army engineers, who have recommended the program.

Mr. HUGHES. Mr. President, will the Senator yield?

Mr. THOMAS of Oklahoma. Yes, I yield.

Mr. HUGHES. I desire to state to the Senator from Kentucky, if the Senator from Oklahoma will permit, that I have no objection to Kentucky's having any number of such projects, so far as that is concerned; but was it not unwise to locate them at places which are liable to be flooded?

Mr. BARKLEY. In that connection I will say to the Senator that it became the policy of the War Department and of the Government—and I think it is a wise policy—to try to decentralize war defense enterprises, by locating them at various places throughout the country. The National Defense Council, the War Department, and the Navy Department, had to consider in the beginning the necessity for such decentralization.

Mr. HUGHES. But Kentucky is a fairly large State. Did they need to pick out particular places which may be flooded?

Mr. BARKLEY. I am sure the Senator is not raising a geographical question. The matter is broader than that. The National Defense Council, the War Department, the Navy Department, the entire Government, early in the defense program decided that it would not be wise to concentrate defense enterprises in certain sections of the country. They gave out a statement, which was published in the newspapers, to the effect that they would decentralize war or defense enterprises and would put some of them in the Middle West. They have done so. In the process of decentralization, because of industrial activities, transportation facilities, and other equations, they located a few of the defense enterprises—only a few—in the Ohio Valley. Some of them have been located in Kentucky, some in Illinois, some in Ohio, some in Indiana.

Mr. HUGHES. What I have in mind, if the Senator will permit me to state it, is that, according to what has been stated here, the War Department, or whoever has the authority in locating these projects in the State of Kentucky, appears to have selected locations which are constantly in danger of flood and the damage which would come from flood. I am in sympathy with the legislation which has been enacted designed to prevent floods, and I voted for it; but where a city is so located that there is any danger of floods, I do not think the War Department should select that particular place as the site of an expensive plant which will be constantly in danger of being flooded, and I do not think that then the representatives of the War Department should come here and ask that because of



such flood danger we appropriate money to protect the plant.

I desire to say further that, as I recall, it has been stated during this session—I believe the Secretary of the Treasury so stated—that the policy of the Government would be not to engage in any new projects that could be avoided. There are in my State, for instance, a number of small drainage projects for the cleaning out of rivers, for example; but I cannot get any money for them, because I am told all the time that while the projects have been authorized, and while the Engineer Department has approved them, the policy this year and probably next year and during the time when we are engaging in the defense program is that money will not be available for such projects, and that we should stand by or should abide by the Budget.

In this bill, as I understand, it is proposed to exceed by about \$8,000,000 what the House has provided, and to commit us to these nine projects which over the years will carry—I forget what the Senator from Oklahoma stated as the amount.

Mr. THOMAS of Oklahoma. Fifty-five million dollars.

Mr. HUGHES. Fifty-five million dollars. It seems to me we are constantly getting away from what was understood, or what I understood, at least, at the beginning of the session, that we would not make such appropriations while we were in need of money for defense purposes; and, of course, we will need vast sums of money for them.

I think the Senate should follow the general trend of opinion of the country; that it should not appropriate money, which, of course, will have to be paid by more taxes, to carry on ordinary projects for which in other years we have been appropriating.

I cannot quite make up my mind that I am justified in voting for the amendment, and I do not know that I can make up my mind that I am justified in voting to commit ourselves to the nine new projects.

Mr. BARKLEY. I will say to the Senator from Delaware, for whom I have, as he knows, an affectionate regard, that whether the War Department and the Defense Council have acted wisely or unwisely in the location of these plants, they have been located. One of the largest plants involved in the whole defense set-up is a plant located by the Du Pont Co., from the Senator's own State, in Charlestown, Ind., in southern Indiana, across the river from Louisville.

Mr. HUGHES. They did not locate it, I presume; the War Department did.

Mr. BARKLEY. Oh, yes; they sat in at the meeting held to decide on the location.

Mr. HUGHES. I think they usually have more shrewdness and judgment than that.

Mr. BARKLEY. In the location of plants, of course, the private corporation which is to build and operate the plant sits in with the Defense Council and the War Department in deciding on the location. That is true in every case. But regardless of all that, the plants have been located, and they have been located

in pursuance of a program to decentralize defense industries and not to have them all in one place—to put them out in the Middle West, where they might be safe from bombing.

Mr. HUGHES. It seems to me we should stand by the program with which we started, or at least with which I understood we started. If we allow the War Department or any other defense set-up constantly to come back to Congress for more and more money because they have authorized a thing to be done, we shall be getting further and further away from the understanding we had, that during the time when we were appropriating vast sums of money for defense we would slow down on the appropriations for rivers and harbors and all that kind of thing.

It seems to me that we should do one of two things; we should either open the floodgates and let everyone come here and get money for carrying forward non-defense projects, or we should stand by what was understood, and not indulge in anything that is not absolutely necessary while we are voting vast sums of money for defense and while we are raising more and more taxes. I think we should have a fixed policy about such projects.

Mr. BARKLEY. I appreciate the Senator's views, but I desire to say that more than that is involved in this issue. In the first place, the Army engineers recommended certain projects as being urgent, and the nine projects here involved are on the urgent list of the War Department. They sent them to the Budget Bureau. The Budget Bureau recommended only \$70,000,000 to the Congress, and there is a question whether we are to be bound hand and foot by a recommendation by the Budget Bureau simply because it happens to be the Budget Bureau's recommendation, for which I have, as a rule, a very great respect.

But the House itself has exceeded the recommendation of the Budget Bureau by nearly \$2,000,000, and the bill reported by the Senate committee exceeds the Budget Bureau's recommendation by more than \$2,000,000. The committee's report—and I am for it—includes one of the nine projects, in Huntington, W. Va., which I believe is essential. It has included a \$450,000 project in Oklahoma, which was originally a reclamation project, but which has now become a flood-control or national-defense project.

I think we can depend upon it that the Army engineers will not recommend a project which is not worthy of consideration. If one of the nine projects which they have recommended is to be included in the bill, I do not think it can be urged as more important than the other eight. Neither the House nor the Senate committee has kept within the \$70,000,000, which was the arbitrary ceiling fixed by the Budget Bureau; and, in the face of the urgent recommendation of the War Department, and the testimony of General Robins, Assistant Chief of Engineers, that these projects are urgent, but that they do not want to take the money for them out of appropriations available for projects already under construction, the question for the Senate to

decide is whether as a matter of justice it should include this item. The Senate would be well within its rights in so doing.

It seems to me we should add this sum—it is not \$7,000,000, it amounts only to six and a half million dollars, added to the seventy-two million-plus—in order that they may go ahead and build these projects for national defense and flood control. I believe the construction of one of them might save the Government more money than is involved in the entire appropriation.

Mr. CHANDLER. Mr. President, will the Senator yield to me for a moment?

Mr. BARKLEY. The Senator from Oklahoma has the floor.

Mr. THOMAS of Oklahoma. I shall be glad to yield as we go along, but I think some of these matters should be cleared up.

In the first place, there was no argument or testimony produced before the committee in support of any of these propositions save one, and that is the one for Huntington, W. Va. At that point they are building a river wall in three sections, commencing, of course, at the bottom of the river. They have completed section No. 1 and section No. 2 up to what might be called the little high-water mark, but not the real high-water mark. So, unless section No. 3 is completed, the two sections already completed afford but little protection against floods.

The testimony shows that at Huntington, W. Va., is located the only nickel-manufacturing plant in the United States and it was testified that right now nickel is a most important metal in connection with national defense.

So, because of the testimony given to the committee, the committee apparently was convinced that that item should be allowed. Had the same argument been made in behalf of the others, no doubt the committee would have taken a different view as to them.

Mr. BARKLEY. Mr. President, will the Senator yield there?

Mr. THOMAS of Oklahoma. I yield.

Mr. BARKLEY. It may be that my colleague and I were guilty of negligence in not appearing before the Appropriations Committee on the other items. I had no intimation that the committee was going to make an amendment of this sort and strike out the provision of the House bill. If I had, I certainly would have appeared. I am not complaining, for it is not the duty of the Committee on Appropriations to notify Senators that an item in which they may be interested is under consideration; but I certainly would have appeared before the committee and stated what I have said here if I had had the slightest intimation that the committee intended to make any change in the language.

I wish to say that I think the amendment I have offered is a better solution of the problem than the language of the House bill, because it does grant six and a half million dollars of new money for these urgent projects. If I had known the committee were going to make any change in the House bill, I certainly would have appeared before them, and



advocated what I have urged on the floor of the Senate.

Mr. CHANDLER. Mr. President—

Mr. THOMAS of Oklahoma. I should like to make another statement, then I shall be glad to yield.

I am not impressed, and certainly not convinced, that this money is necessary to protect the powder plant in Charlestown, Ind. I am not advised; but I cannot believe now that the defense organization would have located a powder plant at a point where a flood would destroy the powder or make it wet. I am not an expert on powder, but I understand that wet powder is not of much benefit.

The Senator states that a rubber plant has been located in that rainy section which is subject to floods. I can understand why a rubber plant should be located at that point.

Mr. BARKLEY. Mr. President, will the Senator yield there?

Mr. THOMAS of Oklahoma. I yield.

Mr. BARKLEY. I am not contending that the plant at Charlestown, Ind., which is on the Ohio River, necessarily would itself be inundated by a flood, but that plant was located out in an open field in southern Indiana. They had no housing facilities; they have had to construct them, and to provide for them in part in the city of Louisville. A large percentage of the employees at the powder plant, and the rubber plant also, are drawn from the city of Louisville. If a flood should occur similar to that which occurred in 1937, which did \$400,000,000 worth of damage in that valley, it would absolutely cut the powder plant and the rubber plant off not only from the supplies which must be carried to them, but the labor upon which they depend to carry on operations. So, the entire community there is involved in the question of protection against the occurrence of such a disaster as that which took place in 1937.

I may say that the same thing happened in Pittsburgh, Pa., where the steel industry is located, indeed, where it is concentrated. It might as well be argued that all the steel plants should be moved from Pittsburgh and western Pennsylvania and eastern Ohio. The Monongahela River and the Allegheny River join at Pittsburgh to make the Ohio River; and Pittsburgh and Steubenville and Parkersburg, W. Va., and all the other industrial centers between Pittsburgh and Cairo, Ill., were damaged and inundated by the flood in 1937. So, if the logic of the situation requires that no plant be located where it might be damaged by flood, the same logic would require the removal of all the plants from Pittsburgh and western Pennsylvania, eastern Ohio, and other places, even in Connecticut. Last year we appropriated money to protect from flood Hartford, Conn., on the Connecticut River, where the United Aircraft enterprise is located.

I am not seeking any geographical advantage. In the consideration of these measures, I never think of geography. I think only of where the need is, and I dare say that the RECORD may be searched in vain for any vote I have cast against protecting any community, certainly where a national-defense industry is lo-

cated, by adequate appropriations, regardless of where it may be located.

Mr. CHANDLER. Mr. President—

Mr. THOMAS of Oklahoma. I yield to the junior Senator from Kentucky.

Mr. CHANDLER. My friend from Oklahoma is very much interested in the Military Establishment and in the Army of the United States. We have in Kentucky, Fort Knox, which is a great military post and which is above floodwater unless the flood should exceed all the records of the past. That post has been located there for a long time; it is not a recent designation. In Campbell County, Ky., there is Fort Thomas, which is near Newport, Ky. The Senator has visited those military establishments.

I wish to impress upon the Members of the Senate that this is no new project. It is a project which should have been completed long ago for the protection of the great city of Louisville, Ky. In 1937, when the flood came, the city was virtually promised that, as speedily as possible, the Government would work with the city and the State in trying to provide measures whereby such a flood would not occur again.

I wish to say, in case Members of the Senate think we have a country that floods for no reason at all, that the flood of 1937 was unusual and unprecedented. It was like the rains of California which come occasionally, and it was like the lack of sunshiny days at Miami Beach and other places. Every now and then such conditions occur; but we never before had such a flood as that of 1937, and, even if we had, it would not have affected Fort Knox or Fort Thomas. They are high up in the hills and rugged country of Kentucky. The du Pont Co.'s plant recently located at Charlestown is not in a flood area on its own account, but if such a flood as came in 1937 should occur, nobody could get to it or from it.

Mr. BARKLEY. Mr. President, will the Senator yield there?

Mr. CHANDLER. I yield, with the permission of the Senator from Oklahoma.

Mr. BARKLEY. Notwithstanding the fact that Fort Knox is close to Louisville, and is on high ground above the floodwater, Fort Knox is required to get its supplies from the people of Louisville, and in the flood of 1937 the highway between Louisville and Fort Knox was completely inundated so that there was no communication. The same condition might prevail as to Fort Thomas, near Newport. These projects, these flood walls which the Government of the United States promised these communities, and because of which they bonded themselves, are intended to protect not only the city within its corporate limits, but to protect the valleys between the cities and the military posts, which, if shut off from their communications and their supplies, would suffer untold damage.

Mr. CHANDLER. In 1937, in order to get supplies from the Army post to the distressed people in that section, they had to go over the railroad tracks and railroad bridges in order to get out of that area at all. If it was a mistake to locate Fort Knox, and place 30,000 sol-

diers there, the mistake was made long ago. We spent millions of dollars there and placed practically all the gold the people of the world have in Fort Knox; and it is there now. Fort Thomas was established a long time ago. The problem is not a new one; it is of long standing. If the place involved were Oklahoma City or Wilmington, Del., and it had the prospect of being completely flooded, as the Ohio Valley was in 1937, and the flood could be guarded against by the expenditure of a very small amount of money, I would not vote to have it face the danger of a flood such as that of 1937.

I did not have anything to do with locating defense industries at Charlestown or the other places. I do not say it was wise or unwise; but the industries are there, and they are entitled to some protection, especially when we view also the fact that thousands of people who live in the area are entitled to protection from the floodwaters.

Mr. ADAMS. Mr. President—

Mr. THOMAS of Oklahoma. I yield to the Senator from Colorado.

Mr. ADAMS. I have been somewhat concerned over the statement of the Senator from Kentucky that the United States Government promised to do these things. Having followed the matter, I am totally unaware of the United States Government having bound itself to do them. The United States Government authorizes various projects. The authorizations are not promises of construction. They represent approval of the projects, but no promise is involved in the authorization. No promise is involved even in the appropriation; but certainly until the appropriation is made the Congress has not committed itself. It seems to me it is crowding the situation a little to say that these appropriations must be made because the United States promised to make them.

I happen to live in a community which has suffered from a flood far greater in proportion than that which afflicted Louisville some years ago—not in value, not in numbers, but in the proportion of the community. More than a third of the city in which I live was wiped out. Several hundred people were drowned; and that little community proceeded to construct its own flood works. It imposed upon itself an indebtedness representing a third of its assessed valuation in order to protect itself against flood. We had not learned at that time that all the obligation to protect everybody who settles in a flood area is upon the United States Government. We set about protecting ourselves, and our community footed the bills, and we are now suffering from the resulting tax load.

It seems to me that I have never heard more severe criticism of the defense organization of the country than that which has been suggested here when we are told that plants of a cost of \$124,000,000 have been deliberately put into an area subject to flood. The decentralization is entirely proper. The Senator from Kentucky is right; there should be decentralization; but certainly the flood plain of the Ohio River is not the only place in which industry can be decen-



tralized. Kentucky is filled with high ground. I am inclined to think that those who located the plants investigated the danger of flood, and that it is somewhat less than the Senator imagines. I cannot conceive of the engineers under a defense project deliberately locating \$124,000,000 or more of essential defense industries in an area imminently subject to flood, and we are told that these projects are the most pressing in the United States.

If the committee's provision stands, there is nothing in the bill to prevent the use of \$72,000,000 for the construction of these particular projects. If they meet the condition which the two Senators from Kentucky announce, if they are the most emergent projects, if the Army engineers believe so, it is their duty to go in there and construct them. They are not limited to old projects. The Senate committee merely struck out the provision which compelled the construction of new projects, but they did not take from the Army engineers the power to construct new projects. Within this appropriation is full authority to do this work if it is of the emergent character which the Senators indicate.

Mr. TAFT. Mr. President, will the Senator yield?

Mr. THOMAS of Oklahoma. I yield to the Senator from Ohio.

Mr. TAFT. Is it not true, as I read the House report, that what the House did was to say, "We have allowed a certain amount to continue existing works," which is about sixty-five or sixty-six million dollars? Then the House committee said, as I understand, "You cannot use all of that \$65,000,000 on the list of old projects that you have given us. You must take 10 percent of it, \$6,500,000, and use it on new projects, and you must take that out of the old projects wherever you think it can best be taken out."

As I read the House report, that is the effect of the House committee's action.

Mr. ADAMS. That is correct.

Mr. TAFT. So, as a matter of fact, under the House provision—I see no reason why the House provision should not be restored—we would provide for these projects which are said to be necessary for national defense. I have no objection to the House provision, but I object to increasing the entire appropriation by \$6,000,000 when neither the House nor the House committee nor the Senate committee has approved any such increase.

Mr. ADAMS. The Senator is correct as far as he goes. Of course, the point I was trying to make is that under the language of the bill as it would stand if the committee amendment were adopted there is nothing to prevent the Army engineers from constructing new projects. The amendment merely takes out the compulsion that new projects must be constructed. If the nine projects which have been mentioned, or some of them, are those most imminent, those which above all others demand construction, I cannot believe that the Army engineers will not recognize that fact and use the money accordingly.

Mr. BARKLEY. Mr. President, will the Senator yield?

Mr. THOMAS of Oklahoma. I yield.

Mr. BARKLEY. The argument of the Senator from Colorado that there is nothing in the law to prevent the Army engineers from using this money to start new projects is only technically true. The Senator from Colorado knows that the Army engineers will not use a dollar of it to start new projects, because the projects already under construction are those which the Army engineers in the beginning, following the enactment of the flood-control law, regarded as more important; and we might say for the sake of argument that those now under construction will be regarded by the Army engineers as more important than new projects, and therefore, unless directed by Congress, they will not take any money to start new projects from the appropriation made available for the continuation of existing projects already under construction. The nine projects which they have urgently recommended are the next important to those already under construction.

Mr. ADAMS. I misunderstood the Senator. I understood him to say that the nine projects were the most important projects in the whole country.

Mr. BARKLEY. No; I did not say that.

Mr. ADAMS. The Senator now says they are the most important of those which have not been started.

Mr. BARKLEY. That is correct. I did not mean to imply that the Army engineers regarded these nine projects as more important than those already started by their direction and on their recommendation; but I desire to make a further statement, if the Senator will permit me to do so. I do not want to take his time.

The Senator says there is no legal obligation on the part of the Government. There is not. Nobody contends that there is. There is no legal obligation.

Mr. ADAMS. The Senator said the Government had promised to construct these projects.

Mr. BARKLEY. I did. I said that agents of the Government of the United States all up and down all these rivers, in cooperation with the local communities, worked out a flood-control program, made surveys, decided how much it would cost, and how much the local communities would be required to put up. Some of the communities were not required under the law to hold elections for the issue of bonds. They could put up their part of the money, and did so; and those projects are now under construction. Some of them, under constitutional limitations, were required to vote on the issue of bonds. I do say that when there is no legal obligation, we could stop in the middle of the construction of any dam or flood wall anywhere in the United States that is now in course of construction, and for which we have made appropriations. We would not violate any legal obligation to the people of those communities and those valleys if we should stop construction tomorrow.

But when the Congress of the United States enacts a flood-control act, and the engineers representing the Government

make surveys, and confer with local communities, and decide where flood walls should be built, decide how much they would cost, decide among themselves how much the communities should contribute to the enterprises and, based upon that decision and that cooperation, the officials of the local communities go to the legislature and get the required authority to hold an election, and submit the matter to the people and the people vote by the required two-thirds, there is a moral equation which enters into the situation, as to whether the Government of the United States, after those steps have been taken, should then say to communities which have gone to the expense of issuing bonds, under the encouragement of the Government, "We cannot do anything for you now for the reason that other communities have gotten in ahead of you because they had the money available at the time and could go forward."

I do not contend there is any legal obligation, but I do say that Congress has the right to consider the steps taken by the Government after it had passed a law on the subject to meet the situation; and those steps have been made in these particular cases.

Mr. ADAMS. Would that be true in each of these nine cases?

Mr. BARKLEY. I am not able to say whether in each case it was necessary to issue bonds, or whether that has been done. Probably in some of the cases the communities have not done so. Other Senators, who are familiar with the projects in their particular States, can give the Senator detailed information about that. I am speaking of those about which I know. But I do say that the Army engineers have made no distinction among these nine which they have urgently recommended as the next important step to be taken in connection with flood control and defense protection.

Mr. TAFT. Mr. President, will the Senator from Oklahoma yield to me?

Mr. THOMAS of Oklahoma. I yield first to the Senator from Colorado.

Mr. ADAMS. Just one further word, if the Senator will indulge me.

I think Congress has authorized flood projects which involve the expenditure of from \$600,000,000 to perhaps a billion dollars, if they shall be constructed. The question here is whether at this time, when tremendous expenditures are being demanded for defense purposes, we should undertake to commit the Government to an extra expenditure of \$55,000,000, in addition to the very large expenditures now being undertaken. We are being told every day that we must make some reductions in our nondefense expenditures. The House endeavored to do that. I am very much impressed with the statement made by the Senator from Delaware, and I believe that the action of the committee was correct.

Mr. TAFT. Mr. President, will the Senator yield?

Mr. THOMAS of Oklahoma. I yield to the Senator from Ohio.

Mr. TAFT. The table of projects on pages 83, 84, and 85 of the Senate committee hearings includes these nine projects within the \$71,000,000, figures



for the other projects having been scaled down.

Mr. BARKLEY. No.

Mr. TAFT. Yes; I am sure it does.

Mr. BARKLEY. If the Senator will permit me, it includes them only under the House language, which has been stricken out by the Senate committee. If the amendment shall be agreed to without any additional amendment, not one of these nine projects can be started.

Mr. TAFT. I am perfectly willing to restore the House language, so far as I am personally concerned, but I object to increasing the whole appropriation by \$7,000,000. After the House passed the bill the Army engineers revised the amounts to be spent on existing projects, and cut them down in every case. For instance, the Cincinnati project is cut from \$1,800,000, as it was in the original budget, to \$1,615,000. They have cut roughly 10 percent from all existing projects in order to provide the money for the new projects. That policy is satisfactory, or should be.

Mr. BARKLEY. They only did so because of the language of the House amendment, which required that they take the \$7,000,000 for beginning the new projects. But General Robins testified before the committee that the Army engineers objected to that because it would postpone the completion of projects already under construction, and would interfere with their program. They only cut them, because if this language is to remain in the bill, they have to cut them down, not because they want to do so or think it is wise.

Mr. TAFT. I agree with the Senator as to the value of the flood-control program in the Ohio Valley, but it will take about \$250,000,000 to finish the Ohio Valley improvement and protect the Ohio River. There are large sections which cannot be protected at all by flood-control walls, and the railroads, particularly, cannot be protected. If any such flood occurs as the flood in 1937, at least two transcontinental roads will be stopped entirely for periods of 3 or 4 weeks. This flood control is infinitely more important to national defense than the construction of the St. Lawrence seaway, so far as that is concerned. Yet it does not seem to me that we are justified in going ahead with that tremendous project, costing \$250,000,000 or \$300,000,000, and forcing it through on any ground of national defense. It will not be finished during any present war, so far as we can judge. I think it is all right to pick out particular projects, but if we do that, I see no reason why we should not cut down on a great many of the other projects which have no relation to defense, local projects, to the extent of 10 percent, which means it will delay final completion about a month. It seems to me that if action is to be taken to proceed with the defense projects in which the Senator from Kentucky is interested, it should be done by restoring the House language and rejecting the Senate committee amendment, and not by increasing the appropriations by \$7,000,000.

Mr. BARKLEY. Mr. President, will the Senator from Oklahoma yield to me further?

Mr. THOMAS of Oklahoma. I yield.

Mr. BARKLEY. The Senator from Ohio does not seem to realize that in establishing defense industries they must be located where there is transportation. The Government cannot go out into a desert and locate a factory, where a railroad has to be built to it. Undoubtedly the position of the War Department and of the Defense Council, and of the Navy Department, all of them operating together, is that there should be decentralization. So they located some of these plants at Cincinnati. Of course, as the Senator knows, I am not objecting to that. The Wright Aeronautical Co., I believe, has located near Cincinnati a plant for the construction of airplanes.

Mr. TAFT. But very carefully located it outside the flood district.

Mr. BARKLEY. I understand that, but it draws its employees and its supplies from an area which in the flood of 1937 was overflowed. They have to locate the plants close to rail and water transportation. There is transportation on the river. Some of these plants have been located where they are because it is possible to float supplies down the river and unload them on the bank. I think they have not been located at particular points which are flooded, but we cannot divorce Fort Knox and Fort Thomas or any of the other plants from the communities, the centers of population, near which they are located, and from which they draw their labor supply and their material supplies.

Mr. TAFT. My point is that the railroads in all that area are going to be put out of business by any flood like that of 1937, until we spend \$250,000,000 in building reservoirs on all the headwaters of the Ohio. So far as the indirect effect on defense is concerned, that is something we cannot take care of, so far as this war is concerned.

I say very well, let us put flood walls around any place where there are defense projects, such as the Louisville flood wall, in which the Senator is interested. But while doing that, why should we not cut down on projects which have no relation to defense, which are not going to make the Ohio Valley flood proof by the remotest conception of the imagination? Why should we not cut down on non-defense flood-control projects, while providing money for those which do have direct relation to defense?

Mr. CHANDLER. Mr. President—  
The PRESIDING OFFICER (Mr. BUNKER in the chair). Does the Senator from Oklahoma yield to the Senator from Kentucky?

Mr. THOMAS of Oklahoma. I yield.

Mr. CHANDLER. I believe the Senator from Ohio was mistaken about the flood-control project at Louisville. We would have had that had there not been a war at all.

Mr. TAFT. I am for the flood-control project in Louisville. I am willing that the Government go ahead with that.

Mr. CHANDLER. But it was not initiated as a defense project, because the

idea originated before anyone heard of the war. We need it a little more now, perhaps, because of the defense situation.

In 1937 the engineers said that if their recommendations were followed it would not be necessary for Louisville to suffer any more floods. After they made the plans the people of Louisville got together and agreed to cooperate, and voted their bond issue. Now the money is available, and I do not like to see it taken from them. The same thing is true as to Newport.

Mr. TAFT. If the Senator will yield, I agree with him 100 percent. I only say that in this appropriation of \$70,000,000 for other projects it is possible to find a great many which are not related to defense, and there is no need to increase the appropriation the House made from \$70,000,000 to \$79,000,000.

Mr. CHANDLER. Mr. President, I agree with the Senator from Ohio to the extent that I am willing to vote for the amendment proposed by the senior Senator from Kentucky, and if that does not succeed, I am willing to vote for the amendment of the Senator from Ohio, for these projects are important, not because originally they were essential for the national-defense program, but for the saving of lives. Millions of dollars' worth of property and a great many lives were lost in the flood of 1937. If we ever have the same kind of rains we had that year we will have the same kind of flood again in the Ohio River Valley. But the engineers said then, and they say now, that if money is made available they will see to it that such a flood does not again occur.

Mr. TAFT. Mr. President, the Senator from Arizona [Mr. HAYDEN] asked General Robins this question:

Senator HAYDEN. It builds a flood wall that completely protects the city of Louisville?

General ROBINS. Well, it gives it as high a degree of protection as is economically feasible.

That is not a statement that it is going to protect definitely against floods.

Mr. CHANDLER. He was not Chief of Engineers in 1937, and the Chief of Engineers in 1937 said that if the Congress made sufficient money available the engineers could construct a flood wall to prevent the recurrence of such a flood as occurred that year.

Mr. TAFT. I was reading the statement made by General Robins in his testimony before the committee this year.

Mr. CHANDLER. But General Robins was not the Chief of Engineers in 1937.

Mr. SMITH. Mr. President, will the Senator yield?

Mr. THOMAS of Oklahoma. I yield.

Mr. SMITH. I do not know anything about the merits or demerits of these defense projects, but I was in Louisville just after the flood had subsided in 1937, and I saw the damage done to property at Louisville and to adjacent property up and down the river. I think it is the duty of the Government of the United States, and of the local and State governments, to protect the valuable property in that locality. I am not so much in favor of these large appropriations, but since we have gotten into the habit of making



them I will say that I do not know where the money could be used to better purpose, for I do not know of any place where disaster was written in such large capital letters as in Louisville after the flood of 1937. I do not think we should quibble about spending money for such purposes as this, when we have invited the people of the localities to cooperate. I think it is our duty to see that every possible protection is given the valuable property which has been built up along the Ohio River.

I hope the committee will see fit to accept the proposal made by the Senator from Kentucky. We ought not to be penny-wise and pound-foolish. The floodwaters rose to such height and the destruction of property was so great that I would not have believed what was said about it if I had not seen it with my own eyes. I know the people there are unfortunate because they are located as they are. We spend money on the arid regions of the West, which God did not intend people to try to farm. They do not have any rain there in 4 or 5 years, and then they sit down and howl to be fed and clothed and housed, when God did not intend anything but gophers and prairie rats to live there. Here in a prosperous section, which has been built up, is a tremendously prosperous city, which was nearly ruined by one visitation of Providence. It is our duty to do what we can for those people.

Mr. THOMAS of Oklahoma. Mr. President, I find there are two sides to all these issues. In the committee not long ago a proposal was made to appropriate a sum of money to straighten a certain river so that a number of ships which were almost completed could be gotten out to the ocean. The advocates of that amendment urged that it was necessary for national defense to get these ships to the ocean where they could be serviceable. They did not go into the matter in detail, and when we went into the matter more fully we found that in a certain State, on a river which was not very large, many years ago a man started to build small ships, and he made a success of his small-ship building. As time went on ships became larger, and this shipbuilder began to build larger ships. He had no difficulty, however, in getting the ships down to the sea.

Recently a contract was let, and he was the successful bidder, and he began to build ships of still larger size. The inference from the testimony presented before the committee, to begin with, was that unless we provided money for the purpose of removing some rocks and corners and straightening the river, those ships could not be gotten out to the sea. Then this shipbuilder came before the committee and said he could get them to the sea, but that if the appropriation were made and the river slightly straightened and some rocks taken out of it, he could get the ships out much more quickly. The first statement made to the committee gave it the impression that the work was absolutely necessary to be done. The item being small, however, and believing that it was necessary to remove the rocks so the shipbuilder could get the ships out more quickly, and

also get them to his yards for repair purposes, we allowed it.

I remember another situation which I think perhaps did not come before the committee. In San Francisco there existed for a long time a very famous airport called Crissy Field. It was one of the important airports of America and perhaps of the world. It had served its generation well. When airships were small, that field served the purpose with success. When larger and faster ships were built, this little airfield was not sufficiently large to accommodate them. It could not be extended. It ran into a mountain on one side, into another mountain on the other side, and into the sea on the third side, and the fourth side, I think, was completely built up with residences. It was necessary to abandon that field because it could not be extended. The authorities went some 28 miles north of San Francisco and located an airport in a swamp. They built a levee around the swamp, and ditched it, and then pumped the water out of the swamp, and now they have at Hamilton Field what I presume is one of the finest airports in America. It is level and because of its large area it is extremely serviceable. In times of high water, of course, it is somewhat difficult for airplanes to come in or leave. But this airport has certain advantages by reason of its peculiar location. It is located in a swamp, and immediately surrounding it is a large tract of water which is very shallow, so shallow that no ships of any considerable size can come into the great expanse of water immediately adjacent to the airport. When planes come in, they can circle around for a considerable distance over the shallow water where large ships cannot go. That is a compensation for building an airport, one may say, in a swamp, which makes necessary the building of levees around it, and pumping out the water when the water is there.

Mr. President, the committee finds itself without information on these projects except the one at Huntington, W. Va. As I said in the beginning, the House amendment necessitates the taking for these nine projects of a certain amount of money from existing projects, which would slow down the existing projects during the next 12 months.

In the end, in either event, they will cost the Treasury approximately \$55,000,000. The committee was not willing, as I believe, to take that responsibility without referring the matter to the Senate.

I saw in the Senate this afternoon a rather alarming newspaper headline as follows:

Jesse Jones warns of \$90,000,000,000 debt.

Mr. President, personally I have no objection to these items. The House has approved them in a way by agreeing to start them by taking money from the \$70,000,000 allocation. If the amendment proposed by the Senator from Kentucky is agreed to it will add to the \$70,000,000 enough money to start these projects within the next 12 months. Then when we meet next year we will

have Budget estimates for sufficient sums for each of them to carry them forward for another 12 months. I think the Senate ought to know exactly what it is voting on. I am not at liberty, I will say to the Senator from Kentucky, to accept his amendment, but I think when the issue is made plain, the Senate can do justice to the subject by voting. So far as I am concerned, I am ready for a vote.

Mr. McFARLAND. Mr. President, I must take issue with the distinguished Senator from South Carolina [Mr. SMITH] when he says that the deserts of our western States—which, of course, include my great State of Arizona—are not fit for anything but rats. That is a term that is usually applied to Members of Congress [laughter], and I do not think it ought to be applied to my people.

Mr. SMITH. I thought Arizona was a decent place. I did not have reference to Arizona. [Laughter.]

Mr. McFARLAND. I must say that Nature has so constituted the other places mentioned by the distinguished Senator from Kentucky that they need protection. I for one am in favor of giving them that protection, and placing the water back in the river. In Arizona, when the time comes, we shall want assistance in taking water out of the river and putting it on the soil.

Mr. BARKLEY. Mr. President, I do not wish to delay the consideration of my amendment, but in reply to what the Senator from Oklahoma [Mr. THOMAS] said about the committee not having any information, let me say that the committee certainly has the information furnished by the War Department, which has recommended all these projects. The only objection the War Department had to the House provision was that it took the \$7,000,000 away from projects already under construction, in order to begin new projects. In General Robins' testimony he said that if the Congress were to add the amount we are asking, so that the Department could start the projects, not only would the Department be satisfied, but that it had recommended such a course, the only difference being that it did not want to take the money out of appropriations for projects already under construction.

I hope the Senate will agree to my amendment. The sum requested is modest compared to the need. Of course it would commit the Congress to the completion of the projects. No one expects projects to be started and then stopped. The same thing applies to all projects. It applies to every reclamation project in the country.

I wish to reiterate that I have never taken a provincial view in these matters. I have voted for every appropriation for reclamation and irrigation that has been recommended by responsible officers of the Government for the entire West and Middle West. Notwithstanding the fact that those lands are arid, there will come a time some day—and it is rapidly approaching—when every acre of land in the United States must support more people than it ever supported before. We must protect the people on the arid



lands. God made those lands. God made the rivers. It may have been a crime to locate a city on one of them; but history shows that the nations which have made the best use of their navigable rivers have been the most prosperous and happy nations in the world.

I hope the Senate will agree to the amendment.

Mr. OVERTON. Mr. President, the amendment which was suggested before the Senate Appropriations Committee and which was adopted by the committee is different from the amendment offered by the Senator from Kentucky which is now being considered by the Senate. The question presented to the Appropriations Committee of the Senate was whether, out of the comparatively small allocation of \$71,000,000 or \$72,000,000 for existing flood-control projects, \$7,000,000 should be taken to be devoted to new projects on which no work had been begun. It was the view of the Appropriations Committee that that sum should not be taken from the appropriation for existing projects.

The amendment offered by the Senator from Kentucky is not to take any sum whatsoever from the allocation for existing projects but simply to make a rather modest increase in the appropriation to take care of new projects. The increase suggested by the Senator from Kentucky is not in excess of 10 percent of the total appropriation for flood-control purposes.

Mr. President, I take the view that we should not freeze flood-control work where it now is. We should not confine, restrict, and limit appropriations to existing projects on which work has actually been begun, and do nothing whatsoever toward advancing projects which have been authorized by the Congress. I think we should continue to make progress in flood-control work. It may be that during the present emergency, in view of the vast sums which are being appropriated for national defense, we should be conservative in the appropriations which are made for new flood-control work, but there ought not to be an absolute freezing of appropriations to projects on which contracts have been let and work has been begun.

Take, for example, the Tennessee Valley Authority. That is an authorized project, but from year to year we increase the appropriations for the Tennessee Valley Authority. We add new projects to it. So also for various rivers and streams of the United States we add something year by year because the flood-control program not only vitally affects the people of the United States but on it a vast amount of work is to be done in the future. We must continue to make progress. I should not like to see the Congress go on record as closing down on flood-control work in the future and freezing it where it now is. Therefore, Mr. President, I propose to vote for the amendment offered by the Senator from Kentucky.

Mr. ADAMS. Mr. President, I merely wish to point out that the Ohio Valley is not being denied assistance under the appropriation recommended. Of the \$72,000,000 in the bill, \$20,000,000 is for the Ohio River division. It is not a

neglected area. If the committee action is sustained, a series of 15 or 20 projects in the Ohio River Valley will be taken care of under the appropriation which the Army engineers have recommended. The projects in the Ohio Valley involve a total Federal cost of \$134,000,000. To complete them will require \$51,000,000, in addition to the money which is now appropriated.

Mr. BARKLEY. Mr. President, will the Senator yield?

Mr. ADAMS. I yield.

Mr. BARKLEY. I am sure the Senator realizes, as we all do, that, next to the Mississippi Valley, the Ohio Valley is the greatest river valley in the United States. It is a great industrial center. The total cost of completing the projects now under construction in the Ohio Valley would be only one-third of the damage done by one flood in that valley. So, when we consider what Congress has attempted to do in that particular valley because of its importance in the center of the United States, I think we must consider the cost of the efforts to protect that valley as compared with the damage done by a single flood in 30 days.

Mr. ADAMS. The Senator understands that I am not opposed to flood control.

Mr. BARKLEY. I understand that.

Mr. ADAMS. However, I am concerned with the vast indebtedness with which we are confronted, and the tremendous daily expenses we are incurring. It seems to me that when there is a question as to a nondefense appropriation at this time we ought to exercise restraint.

Mr. BARKLEY. I agree to that; and that is why I have offered only the modest amendment which I have offered. If it were not for the defense situation I have no doubt Congress would already have appropriated more money than is involved in the bill to carry out the program it adopted in the Flood Control Act of 1938.

Furthermore, when we talk about the Ohio Valley we must recognize that it runs all the way from Pittsburgh, Pa., to the Mississippi River. It runs through a number of States; and it is not quite fair simply to call attention to the projects which may exist in one State. The Ohio River runs for almost a third the length of the United States from east to west, and around it and in its valley is the greatest industrial activity in any river valley in the United States.

Mr. ADAMS. It is a most fortunate valley.

Mr. STEWART. Mr. President, during the discussion of this matter stress has been laid on the so-called flood-control wall of Louisville, Ky. This matter has been discussed as though out of the six or seven million dollars sought to be added to the pending appropriation bill nothing else is involved except the cost of the Louisville flood control. As I understand, some six or seven other items are included, among which is a project in the State of Oregon which is a flood-control matter; one in the State of New York, which is for flood control; one in the State of Illinois, on Wood River,

which is a flood-control project—perhaps a levee—one in Texas; and the Wolf Creek Dam on the line between Kentucky and Tennessee, all of which aggregate only \$6,500,000, so far as the present appropriation is concerned, the total over a period of years being only about \$52,000,000.

Since the Senator from Oklahoma [Mr. THOMAS] has charge of the bill, may I ask him if I am not substantially correct?

So it is not altogether confined to flood-control projects along the Ohio, but there are other projects of equal importance, the total cost of which is only about \$50,000,000 or \$52,000,000, not to be paid this year, but to be strung out over a period of years.

Of course, if the amendment of the senior Senator from Kentucky, proposing to add approximately six and a half million dollars, is adopted, then we do commit ourselves at least morally to the completion of all these projects; but it is not a matter of appropriating \$50,000,000 or \$55,000,000 this year, but of simply committing ourselves to this program over a period of years. I desire to call the attention of the Senate to the fact, because I think that during the discussion it may have been lost sight of, that we are considering projects in about eight or nine other States in addition to the Kentucky flood-control projects.

Mr. BARKLEY. Will the Senator yield?

Mr. STEWART. Yes; I yield.

Mr. BARKLEY. Only three of the nine are in the Ohio Valley. The others are out over the entire country.

Mr. TAFT. In fact, I think only two of the nine are in the Ohio Valley.

Mr. BARKLEY. Yes.

Mr. TAFT. Will the Senator from Tennessee yield?

Mr. STEWART. I yield.

Mr. TAFT. Has the Wolf Creek Reservoir any particular defense significance in itself? I notice that of the \$6,500,000, \$2,500,000 are to go to the Wolf Creek Reservoir. I wonder if that has any defense significance.

Mr. BARKLEY. That has been recommended by the Army engineers not only as having flood-control value but defense value, in this respect, that in that entire area there is no plant for the purpose of generating the electric power required by industries, and recently it was necessary to locate an industry for the production of aluminum at Muscle Shoals, Ala., simply because there was no power available anywhere else. The industry had to be located where the power was generated.

Not only the War Department and the engineers but the Federal Power Commission, in an informal report to the War Department, the National Resources Planning Board, and the Defense Council, have all been giving consideration to this matter, not only from the standpoint of flood control, which affects a vast area in the valley of the Cumberland River, but also with respect to the possible location, at a place safe from invasion or attack, of industries which might seek power that would be incidental to the construction of the dam referred to.



Mr. TAFT. Mr. President, it seems to me that the arguments of the distinguished Senator—the general argument that we would like to have the power—might be made in favor of 100 or 200 dams in the United States. In addition to the \$2,500,000 in this \$7,000,000, this project will cost at least \$14,000,000 to complete, and its completion will require at least 4 years more. It has not the slightest relation to national defense in any way, any more than any public improvement in the United States or any improvement which increases the production of power in the United States.

Mr. BARKLEY. It may be that there are 200 other dams which might be constructed with a view to developing power in connection with flood control, but none of those happens to be recommended by the engineers or the War Department. I do not think the engineers are sentimental about this matter. They have recommended the matter not only from the point of view of flood control but from the point of view of national defense; and if the Senator will read the hearings he will see that the item is allocated both to flood control and to national defense.

Mr. TAFT. It is just like the St. Lawrence seaway, which will not be finished for 4 years, and will not be finished before the war is over.

Mr. BARKLEY. The St. Lawrence seaway is not before this body for consideration. When it is, it will be passed on upon its merits. It has no relation to this matter.

Mr. CHANDLER. Mr. President, a few minutes ago in the debate the Senator from Ohio read part of the testimony of General Robins before the committee. He did not read quite far enough, and I desire to read just two lines:

Senator HAYDEN. We were told of the serious damage—

That was at Louisville—  
a year or two ago, and that will cure it?

That is the \$4,500,000 project, of which \$800,000 is made available by this appropriation.

General ROBINS. Yes.

I desire to repeat the statement I made a short while ago, that the engineers advised me in 1937 that if this money were made available, and if the job were done properly, it would prevent a recurrence of the terrible flood that did such terrific damage to the property and took so many lives of our people. Provision for that project is included in the amendment, and I urge the Members of the Senate to support the amendment offered by my colleague.

Mr. TAFT. I should like to say I am quite familiar with the Louisville project, but that project is taking \$800,000 whereas the Wolf Creek Reservoir is taking \$2,500,000 out of this \$6,500,000 increase.

Mr. BARKLEY. Mr. President, I wonder if the Senator from Ohio is aware of the fact that Louisville is making available \$2,500,000 of its own.

Mr. TAFT. Well, the city of Cincinnati, which is my home, is making avail-

able \$5,000,000, which more than matches the amount of money the Federal Government is putting up.

The PRESIDING OFFICER. The question is on agreeing to the amendment offered by the Senator from Kentucky [Mr. BARKLEY], as modified, to the committee amendment on page 8, line 15.

The amendment, as modified, was agreed to.

The PRESIDING OFFICER. The question is on agreeing to the committee amendment on page 8, line 15, as amended.

The committee amendment as amended was agreed to.

Mr. OVERTON. Mr. President, I send to the desk an amendment and ask that it be stated.

The PRESIDING OFFICER. Consideration of the committee amendments has not yet been completed.

Mr. OVERTON. No; but the amendment is in reference to the amendment now under consideration; I am offering an amendment to the committee amendment.

Mr. THOMAS of Oklahoma. Mr. President, may the amendment be stated so that we can understand what it is?

The PRESIDING OFFICER. The amendment offered by the Senator from Louisiana to the committee amendment will be stated.

The CHIEF CLERK. On page 8, line 16, it is proposed to strike out "\$72,680,000" and insert in lieu thereof "\$72,880,000."

On page 9, line 5, after the words "necessary expenses", it is proposed to insert the following:

: Provided further, That the sum of \$200,000 of this appropriation shall be made available for an additional amount for removing accumulated snags and other debris and clearing channels in navigable streams and tributaries thereof in the State of Louisiana to be additional to the amount authorized for this type of work by section 1 of the act of August 11, 1939 (53 Stat. 1414).

Mr. OVERTON. Mr. President, the amendment as amended by the amendment offered by the Senator from Kentucky increases the appropriation contained on page 8, line 16.

The amendment I offer is intended to increase the appropriation as increased by the amendment of the Senator from Kentucky, by an additional sum of \$200,000.

The PRESIDING OFFICER. The Chair will state that the amendment is not in order at this time, unless the committee amendment is reconsidered.

Mr. McNARY. Mr. President, will the Senator yield?

Mr. OVERTON. Certainly.

Mr. McNARY. The amendment is not in order because of the unanimous-consent agreement to dispose of the committee amendments before taking up individual amendments.

Mr. OVERTON. My amendment would increase by \$200,000 the appropriation as agreed to by the Senate under the amendment offered by the Senator from Kentucky.

Mr. THOMAS of Oklahoma. Mr. President, I think I can clarify the situation. Under existing law the Congress can appropriate \$300,000 each year for

the purpose of removing snags, stumps, and other obstructions in navigable streams. This bill carries the full \$300,000 authorized by law. So, in order to make this amendment in order, the rule must be suspended. The Senator has protected himself in that regard by serving the proper notice to suspend the rule. The amendment, if adopted, would increase the \$300,000 appropriation carried by the bill and authorized by law by the sum of \$200,000, making the total amount for the removal of snags, stumps, and obstructions in navigable waters \$500,000.

I ask unanimous consent that we may proceed with the regular committee amendments, and, upon the completion of committee amendments, that we may return to consider the motion made by the Senator from Louisiana.

Mr. OVERTON. That will be satisfactory to me.

Mr. MEAD. Mr. President, on the request of the Senator for unanimous consent, I trust that I shall be given an opportunity to return to the committee amendment, on page 7, line 5, and to ask for an opportunity to reconsider the vote by which that amendment was adopted, so that I may present an amendment which I have in mind. My amendment is at the desk; it was being perfected when the Senate adopted the committee amendment. I believe it is germane to the pending bill, and that it should be given consideration by the Senate. So either now or when the committee amendments have been disposed of, I should like to ask unanimous consent to return to the committee amendment on page 7.

Mr. McNARY. That would be in order after the consideration and disposal of the committee amendments. Let us have the regular order.

Mr. MEAD. Does the Senator mean that at that time I would be privileged to ask that the vote by which the committee amendment was agreed to be reconsidered?

Mr. McNARY. Yes. After the committee amendments shall have been completed then the Senator may make his request.

Mr. MEAD. Very well.

Mr. THOMAS of Oklahoma. Mr. President, a parliamentary inquiry.

The PRESIDING OFFICER. The Senator will state it.

Mr. THOMAS of Oklahoma. Is it not a fact that the committee amendment on page 8, as amended, has been agreed to?

The PRESIDING OFFICER. There are two separate amendments, one striking out the figure on line 15 and inserting in lieu thereof a higher figure, which has been agreed to, and the one striking out the remainder of the sentence, which has not been agreed to.

Mr. THOMAS of Oklahoma. Then, I ask that the question be put upon the committee amendment striking out the language on page 8, lines 16 to 20.

The PRESIDING OFFICER. The question is on agreeing to the committee amendment, beginning in line 16, proposing to strike out certain words.

Mr. OVERTON. Mr. President, a parliamentary inquiry.



The PRESIDING OFFICER. The Senator will state it.

Mr. OVERTON. After adopting the amendment offered by the Senator from Kentucky, would it not be necessary in order to carry out the intention of the Senate to retain in the Senate bill the language which is in the House bill?

Mr. THOMAS of Oklahoma. As I understand, that language has now been stricken, but the Senator will have a right later on, as I understand, to offer his amendment and to move to suspend the rule to consider the amendment offering to increase the amount.

Mr. OVERTON. I am not referring to my amendment; I am referring now to the committee amendment striking out the language in lines 15 to 20. After adopting the amendment offered by the Senator from Kentucky, then, it would logically follow that we should not agree to the committee amendment, because the purpose of the amendment of the Senator from Kentucky is to add that amount to the appropriation, so that the sum could be used for new work.

Mr. McNARY. That would follow logically, for the amendment offered by the Senator from Kentucky, which increases the sum by \$6,800,000, has been written into the bill.

Mr. THOMAS of Oklahoma. That having been done, the House language in lines 16 to 20 should be stricken from the bill, because the money is provided to take care of the item covered by the amendment of the Senator from Kentucky, and the Board of Army Engineers and administrators of this money would see to it that these projects were started exactly as was intended by the Senator's motion, which has been adopted.

The PRESIDING OFFICER. The question is on the committee amendment on page 8.

The amendment was agreed to.

The PRESIDING OFFICER. The next amendment will be stated.

The next amendment was, in the item for maintenance and operation of the Panama Canal on page 13, at the beginning of line 15, to strike out "\$10,214,086" and insert "\$10,474,086", and in line 16 to increase the total from "\$14,884,086" to "\$15,144,036."

The amendment was agreed to.

The next amendment was, on page 15, line 6, to increase the total appropriation for Panama Canal from \$52,135,326 to \$52,395,326.

The amendment was agreed to.

The next amendment was, in the proviso on page 17, line 25, after the word "section", to insert "or any subdivision or provision hereof."

The amendment was agreed to.

The PRESIDING OFFICER. That completes the committee amendments.

Mr. McCARRAN. Mr. President, I understand the committee amendments have now been disposed of.

Mr. THOMAS of Oklahoma. There was one amendment I was authorized to submit on behalf of the committee. I ask permission to offer it.

Mr. McCARRAN. I yield to the Senator.

Mr. THOMAS of Oklahoma. I submit the amendment.

The PRESIDING OFFICER. The amendment will be stated.

The CHIEF CLERK. At the end of the paragraph under the caption "Flood control, general", it is proposed to insert the following:

*Provided further*, That in aid of the construction, maintenance, and operation of the Hulah Dam and Reservoir project on the Caney River, Oklahoma and Kansas, authorized by the act of June 22, 1936 (49 Stat. 1571), as amended, for the control of floods in the Verdigris River Valley, the Osage Tribal Council be, and it hereby is, authorized, upon payment of just compensation therefor, and with the approval of the Secretary of the Interior, to release and relinquish to the United States of America such right, interest, and control in and over the minerals reserved to the Osage Tribe by the act of June 28, 1906 (34 Stat. 539), as amended, as may be found by the Secretary of War to be necessary for the construction, maintenance, and operation of said Hulah Dam and Reservoir project: *Provided further*, That construction of said project may be undertaken when the amount of money to be paid to the Osage Tribe as just compensation for the release and relinquishment herein authorized has been agreed upon by the Secretary of War, the Secretary of the Interior, and the Osage Tribal Council: *Provided further*, That the amount agreed upon as just compensation for the release and relinquishment herein authorized shall be paid by the Secretary of War out of appropriations made for flood control, general, to the Secretary of the Interior for disbursement in the manner provided by section 4 of the act of June 28, 1906 (34 Stat. 539), as amended, for the disbursement of royalties received from the leasing of minerals owned by the Osage Tribe.

Mr. THOMAS of Oklahoma. Mr. President, this amendment occasions no appropriation. It is necessary for the following reasons:

The Board of Army Engineers has recommended the construction of a flood-control work on the Caney River in the Osage Indian Nation. The Osage Nation, in disposing of its property, sold the surface rights but retained the mineral rights; so that when the Board began to consider building this dam it found that, while it could get the property upon which to build the dam, the dam would be over the mineral rights still owned by the Osage Indians. The amendment would give the War Department and the Interior Department the right to negotiate as to the amount of damages to be sustained by the Osage Indians, and, of course, when the negotiation is completed, the Osage Indians will get the money which shall have been agreed upon. The amendment does not propose to increase the appropriation, and it is necessary because of the peculiar condition the Department found existing in the Osage Nation. I ask for the adoption of the amendment.

The PRESIDING OFFICER. The question is on the amendment offered by the Senator from Oklahoma [Mr. THOMAS].

The amendment was agreed to.

Mr. McCARRAN. Mr. President, I understand that that completes the committee amendments. Am I correct in that understanding?

The PRESIDING OFFICER. The Senator is correct.

Mr. McCARRAN. I offer an amendment, which I send to the desk and ask to have stated.

The PRESIDING OFFICER. The amendment will be stated.

The CHIEF CLERK. On page 17, at the end of line 23, it is proposed to insert:

*Provided further, however*, That no part of these appropriations shall be used for the payment of any part of the salary or wages of any alien occupying any position covered by this section if such alien has United States civil-service status:

Mr. McCARRAN. Mr. President, pursuant to a treaty between this Government and the Panamanian Government, and on the basis of the good-neighbor theory, we in 1941 made certain provisions for the employment of Panamanians on the Canal Zone. The language which was written into the Army and Navy appropriation bills pursuant to that action has, in our judgment, been misconstrued and misapplied by the Civil Service Commission.

I send to the desk a letter from Mr. L. A. Moyer, executive director and chief examiner of the United States Civil Service Commission, and ask that it be inserted in the RECORD at this point in connection with my remarks.

There being no objection, the letter was ordered to be printed in the RECORD, as follows:

UNITED STATES CIVIL SERVICE COMMISSION,  
Washington, D. C., April 29, 1941.  
MR. CHARLES F. WAHL,  
President and Legislative Representative,  
the Central Labor Union and  
Metal Trades Council,  
Washington, D. C.

DEAR MR. WAHL: This is in reply to your letter of April 28 in which you ask certain questions concerning the status of citizens of the Republic of Panama in connection with employment in the Canal Zone. In your letter there is set forth the following proviso contained in civil functions appropriation bill, H. R. 4183, now pending in the Senate:

"No part of any appropriation contained in this act shall be used directly or indirectly after May 1, 1941, except for temporary employment in case of emergency, for the payment of any civilian for services rendered by him on the Canal Zone while occupying a skilled, technical, clerical, administrative, executive, or supervisory position unless such person is a citizen of the United States of America or of the Republic of Panama."

For the classes of employment covered by the appropriation bill language, citizens of the Republic of Panama would be permitted to take civil-service examinations and acquire eligibility on civil-service-employment lists. For the appointments in question, citizens of Panama and citizens of the United States will have comparable status. The proposed legislation, while permitting the employment of citizens of Panama, does not relieve such citizens from meeting the regular requirements for employment in civil-service positions. Competitive examination procedure would be required since there is no affirmative exception from civil-service requirements.

Your second query is as to the opportunity citizens of the Republic of Panama would, under the proposed legislation, have in non-civil-service positions. This Commission is, of course, without jurisdiction with respect to filling such positions. Appointments subject to the statutory authorizations would be for the discretion of the employing agency. For this reason we are not able to supply an answer to your second question.



Your third question has to do with section 1 Civil Service Rule V, stating, "No person shall be admitted to examination unless he is a citizen of or owes allegiance to the United States." The proviso in the pending bill quoted in your letter would necessarily constitute an exception to section 1 of rule V.

By direction of the Commission:

Very respectfully,

L. A. MOYER.

*Executive Director and Chief Examiner.*

Mr. McCARRAN. Let me say that the amendment I now submit is offered with the view that in conference the language will be so framed as to avoid the construction that has been put on the existing provision by the Civil Service Commission.

Mr. THOMAS of Oklahoma. Mr. President, this matter was not presented to the committee, because at that time the issue had not been raised. Since the committee hearings were closed and since the bill has been reported to the Senate this issue has been raised, as I understand, wherein certain persons are classified under civil service. In order that the matter may be considered, as it relates to treaty obligations, I have no objection to accepting the amendment for conference purposes.

The PRESIDING OFFICER. Without objection, the amendment offered by the Senator from Nevada [Mr. McCARRAN] is agreed to.

Mr. MEAD. Mr. President, I ask that the Senate return to page 6. I have an amendment at the desk. I ask that the vote by which the committee amendment on that page was adopted be reconsidered, so that my amendment may be presented for consideration at this time.

The PRESIDING OFFICER. Is there objection to the reconsideration asked by the Senator from New York?

Mr. McNARY. Mr. President, I probably shall not have any objection, but before consenting to the reconsideration I should like to know the nature of the amendment.

The PRESIDING OFFICER. The amendment will be stated.

The CHIEF CLERK. On page 6, line 22, it is proposed to strike out "\$68,268,640" and insert "\$69,268,640", and on page 6, line 24, after the word "Congress", it is proposed to insert "\$1,000,000 for improvement of Oswego Harbor, N. Y., as recommended in House Document No. 96, Seventy-six Congress."

Mr. McNARY. Mr. President, I assume that the Senator from New York will discuss his amendment. I do not know why we should include, generally, new projects; and I understand that this is one.

Mr. MEAD. Oh, no; this is an old project, recommended as a national-defense project, which was authorized in the legislation passed by the last Congress, and is the only one of the items in that bill that is not in this bill. So it is a project which we have passed upon, which is already authorized, and was recommended by the National Power Policy Commission as being necessary for national defense.

Mr. McNARY. Is it a river and harbor project?

Mr. MEAD. It provides for dredging a harbor in order to enable a power

plant which has been constructed to serve its utilities. It is in connection with a privately owned power plant.

Mr. McNARY. Why was it omitted from the House bill?

Mr. MEAD. The House agreed to it in the authorization bill, but it was not included in the House appropriation bill. Why it was not included in that bill I do not know.

Mr. McNARY. Was it presented, and rejected by the committee?

Mr. MEAD. I presume it was presented to the House, but probably they did not have the Budget recommendation at that time.

Mr. McNARY. Is there a Budget recommendation for it now?

Mr. MEAD. No; there is no Budget recommendation for it or for at least three other projects that are in this bill. It is in the same category as the other three.

Mr. McNARY. I have not the bill in charge, but I shall be glad to have the Senator make his statement.

Mr. MEAD. To begin my statement, in the last Congress a river and harbor bill was vetoed by the President, at which time he explained that he would sign the bill if the items in the bill were in the interest of national defense. As a result of the President's veto the Congress prepared a bill, and the War Department and the Navy Department began an investigation of projects as to their national-defense nature; and so we passed a second bill which included only such items as were approved by the War Department, the Navy Department, or some other agency of the Government as being essential to the national defense. The second bill was approved by the President. The items in that bill I have before me; and they include Oswego Harbor at Oswego, N. Y., House Document No. 96, Seventy-sixth Congress. That is the only one of those items in the second national-defense bill that is not included in this bill.

The argument that the item has not Budget support is met by the statement that at least three other projects authorized by the Congress as essentially necessary to national defense are in the present bill. In view of the fact that this project is strongly recommended by the National Power Policy Commission as essential to national defense, it occurs to me that it has more reason for being in this bill than have some of the items which are now in the bill.

Mr. HUGHES. Mr. President, will the Senator yield?

The PRESIDING OFFICER. Does the Senator from New York yield to the Senator from Delaware?

Mr. MEAD. I shall be glad to yield to the Senator from Delaware.

Mr. HUGHES. Will the Senator name the three other projects to which he refers, and which he says are in the bill?

Mr. MEAD. It seems to me that they include Boston Harbor—if I am mistaken, the chairman of the committee can correct me—and the channel from Manteo to Oregon Inlet, N. C., and Silver Lake Harbor, N. C. Those three projects which were in the approved authorization bill as essential to national defense and

which are in this appropriation bill have not had a Budget recommendation. The item I have was in the authorization bill. It was listed in that bill, which resulted from the veto of the first bill; it was in that bill because it was recommended by an agency of Government as essential to national defense; and it is one of four items in that approved bill that has not budget figures accompanying it. Therefore, there is no real reason for its not being in the pending bill; but let me say to the Senate that the language of the National Power Policy Commission recommending it as essential to national defense will, in my judgment, commend it to any Senator who becomes familiar with the recommendation made by that agency.

I have here a letter to Brig. Gen. Thomas M. Robins, Board of Engineers for Rivers and Harbors, Department of War, Washington, D. C. The letter is signed by Leland Olds, vice chairman of the National Power Policy Commission. On that Commission are men like Mr. Lillienthal, of the T. V. A., and Mr. Ickes, of the Department of the Interior. After an investigation, and realizing that this is a privately owned and operated power project, even though some persons may feel that they are allegedly in favor of public power, nevertheless, this being a private power project, the National Power Policy Commission recommends this improvement as essential to national defense. This is what they say to the Board of Army Engineers:

NATIONAL POWER POLICY COMMITTEE,

Washington, May 29, 1940.

Brig. Gen. THOMAS M. ROBINS,

Board of Engineers

for Rivers and Harbors,

Department of War, Washington, D. C.

MY DEAR GENERAL ROBINS: Reference is made to your request over the telephone yesterday as to the need from a national-defense standpoint for the channel improvements proposed at Oswego Harbor, N. Y. (H. Doc. No. 96, 76th Cong., 1st sess.).

Studies by the staff of the National Power Policy Committee show that the steam-electric station now being constructed by the Central New York Power Corporation at Oswego will be greatly needed for national-defense purposes to assist in supplying electric energy to the basic industries and war-material plants in the Buffalo-Rochester-Syracuse-Schenectady war-material area. In fact, without further expansion of generating capacity, this area is today short of the capacity required to carry the probable war load.

The Committee's staff also reports that the harbor improvements proposed in the Report on the Reexamination of Oswego Harbor, N. Y., prepared by the district engineer at Buffalo, May 19, 1938, are necessary to permit the most economical delivery of coal by lake carrier to the Oswego steam-electric station.

The proposed improvements in the Oswego Harbor should therefore be included among the rivers and harbors projects having a definite national-defense value.

Very truly yours,

LELAND OLDS,  
Vice Chairman.

Mr. President, it occurs to me that if we are to be logical and reasonable, and act in keeping with orderly procedure, we should put this item back in the bill, for, as a stated a moment ago, after the President vetoed the rivers and harbors bill in the last Congress, and stated that he would sign a bill which was essentially



for national defense, the Senate and the House listed items which had been investigated by the agencies to which I have referred and placed them in an authorization bill, which was passed, and the only item that is omitted in the pending bill, so far as that defense authorization bill in the last Congress is concerned, is the item affecting Oswego Harbor.

The private power company is investing \$750,000 of its own money in the improvement of this harbor. We are asking the Government to invest a million dollars in the improvement of the harbor. The annual saving resulting from this investment would approximate \$270,000 annually. In other words, the cost would be liquidated in 4 years and reflected in lower power costs to the people of our State.

Mr. President, in view of the fact that we have included in the bill the remaining items which were approved by the last Congress, I hope that this item, which is essential to national defense, calling for the appropriation of a million dollars, will be accepted by the Senator having the bill in charge, so that it may be taken to conference and there considered by the House and Senate conferees.

Mr. THOMAS of Oklahoma. Mr. President, this item was not presented to the Senate Committee on Appropriations. It is not subject to a point of order, however, because it is authorized by existing law. The fact that the item is not budgeted does not make it subject to a point of order. I trust the Senate will never adopt a rule, written or otherwise, requiring a Budget estimate before the Senate can consider an amendment to an appropriation bill. While a Budget estimate is desirable, it is not controlling. A Budget estimate is only a recommendation of one of the bureaus of our Government. In one body of the Government it is a rule now, and is almost a law, that in order to get an item in an appropriation bill there must be a Budget estimate upon which to predicate the item. Of course, we cannot control the rules and the actions of other bodies; we can control the actions of this body.

So far as I am personally concerned, I have no objection to the item save that it was not presented to the committee. It was presented to the committee of the House, and I presume the House committee rejected it because it was not budgeted.

If the item shall be approved, it will mean that the channel will be deepened from 16 to 21 feet. The channel is now 250 feet wide, and is in solid rock, which makes deepening expensive. I am not advised as to the necessity for the appropriation. I understand it was carried in the special defense bill which was passed less than a year ago. But because the item was not presented to the committee, as the Senator having the bill in charge I am unable to accept the amendment, and the Senate must pass upon it.

The PRESIDING OFFICER. Is there objection to the reconsideration of the vote by which the amendment of the committee was agreed to?

Mr. THOMAS of Oklahoma. I have no objection to reconsideration.

The PRESIDING OFFICER. The Chair hears no objection, and the vote is reconsidered.

Mr. MEAD. Mr. President, I now offer the amendment which I have been discussing.

The PRESIDING OFFICER. The question is on agreeing to the amendment of the Senator from New York to the amendment of the committee. [Putting the question.] The "noes" appear to have it.

Mr. MEAD. I ask for a division.

On a division, the amendment was rejected.

The PRESIDING OFFICER. The question now is on agreeing to the amendment of the committee.

The amendment was agreed to.

Mr. OVERTON. Mr. President, I offer an amendment, on page 9, line 5.

The PRESIDING OFFICER. The clerk will state the amendment.

The CHIEF CLERK. It is proposed to insert the following proviso on page 9, line 5, after the words "necessary expenses": "Provided further, That the sum of \$200,000 of this appropriation shall be made available for an additional amount for removing accumulated snags and other debris and clearing channels in navigable streams and tributaries thereof in the State of Louisiana to be additional to the amount authorized for this type of work by section 1 of the act of August 11, 1939 (53 Stat. 1414)."

The PRESIDING OFFICER. Is the amendment offered to carry out an existing law?

Mr. OVERTON. It is offered as an amendment to the appropriation bill. The existing law provides an allocation of \$300,000 for the clearance of streams. This would be an addition of \$200,000 to the authorization permitted by existing law.

The amendment is subject to a point of order if any Senator desires to raise the point against it. I gave notice of my intention to offer the amendment, however, and if the point of order is made against it, I shall ask that the rule be suspended in order that the amendment may be considered.

Mr. ADAMS. Mr. President, while this matter is properly in the control of the Senator having the bill in charge, I may state, as a member of the committee, that this amendment, in part, at least, was considered by the subcommittee; it was presented and was rejected. I feel obligated to raise the point of order.

The PRESIDING OFFICER. The point of order is sustained.

Mr. THOMAS of Oklahoma. Mr. President, I think the statement just made was hardly accurate. A Member of the House of Representatives did come before the committee and ask for consideration of an item of \$50,000 for his congressional district, located in northeast Louisiana. After the hearings were concluded the matter was discussed somewhat, and the Senator from Louisiana was present and discussed the possibility or probability of offering an amendment carrying \$200,000, but such an amendment was not really offered and passed upon in the committee, as I remember.

Mr. ADAMS. That is correct, and that is what I stated; that it was considered in part.

Mr. OVERTON. Mr. President, the Senator from Oklahoma is absolutely correct in the statement he makes. However, on the testimony presented before the committee, I stated that in all probability I would offer the amendment on the floor. At that time I stated to the committee that the amendment was subject to a point of order, and under the rules of the Senate the Committee on Appropriations could not adopt the amendment because it would be legislation upon an appropriation bill. Therefore, as the Senator from Colorado [Mr. ADAMS] will recall, I did not urge the Senate committee to adopt this amendment, as I intended to offer it upon the Senate floor. The amendment was submitted, however, to the subcommittee of the Committee on Appropriations of the Senate, and was not acted upon by the full committee, because it was subject to a point of order. Since the point of order has been raised, I shall ask that the question of the point of order be acted upon by the Senate, and that the Senate authorize the consideration of the amendment.

Mr. President, the testimony shows that last year there was a tremendous deluge in the State of Louisiana; there was a tremendous precipitation of rainwater, and that as a result logs, stumps, and debris were carried into many streams and bayous of the State of Louisiana, which are now clogged with such debris, so that after a heavy rainfall the surrounding croplands are overflowed. The Congress of the United States has authorized \$300,000 to be allocated for stream clearance. General Robins, Assistant Chief of Engineers, testified before the committee that \$200,000 at least in addition would be required to do the work in the State of Louisiana. Since it is a very urgent and emergent matter, I ask that the Senate overrule the point of order and consider the amendment.

Mr. ADAMS. Mr. President, I made the point of order with a view to sustaining the action of the Committee on Appropriations. A request was made before the committee for a \$50,000 appropriation for this purpose, and inasmuch as the committee rejected the request for an appropriation of \$50,000, I can hardly feel that it would be enthusiastic about an appropriation four times as large.

Mr. OVERTON. Mr. President, will the Senator yield?

Mr. ADAMS. Certainly.

Mr. OVERTON. I think the Senator is in error, and if I can refresh his memory I think he will agree with me. The matter never came up before the full committee at all. It came up before the subcommittee.

Mr. ADAMS. Yes.

Mr. OVERTON. I stated to the subcommittee that it would be subject to a point of order. I stated to the subcommittee that I would not offer an amendment providing for \$50,000, because \$50,000 would be totally inadequate, and that the only amendment I would suggest



would be a \$200,000 amendment, but that it would have to be offered upon the floor of the Senate, since the Senate would have to suspend the rule in case the point of order was raised because it was legislation upon an appropriation bill. If the Senator will recall further, no \$50,000 amendment was offered at all. The \$200,000 amendment was the only one suggested.

Mr. ADAMS. The Senator from Louisiana is absolutely accurate, as he always is, with the single exception that we did have presented to us a request for an appropriation of \$50,000, and that was not accepted by the committee. I do not recall whether the motion was made, but at least the matter was presented to the committee, and the committee did not see fit to put in \$50,000, and it occurred to me, as a member of the committee, that for one at least I could not support an amendment providing four times that amount.

There is in the statute an authorization of \$300,000. That amount of money is provided. Congress has indicated the amount. Of course it will not suffice to do the complete work. So far as I know, we have never had an appropriation for flood control or river protection which was complete and adequate. As one member of the committee, I felt that in view of the provision which had been made a large part of which would be spent in this very work and in this very State, the Senate ought not to suspend its rule for the purpose of making the proposed additional appropriation.

Mr. OVERTON. Mr. President, in order that the record may be set straight I should like to read from page 97 of the hearings before the subcommittee of the Senate Committee on Appropriations:

Senator OVERTON. Possibly we can ask General Robins about it. This bill, as it comes from the House, carries \$300,000?

General ROBINS. Yes, sir.

Senator OVERTON. The difficulty, I think, with which this committee will be confronted is whether this will be legislation on the appropriation.

I was the one who in all frankness and fairness raised the point before the committee.

The \$300,000 allocation, as submitted by the Chief of Engineers, is predicated on a provision of the act approved in 1937, I think it was—August 28, 1937.

General ROBINS. Section 2 of the Flood Control Act, approved August 28, 1937, as amended.

Senator OVERTON. Section 2 provides that the Secretary of War is authorized to allot not to exceed \$300,000 from any appropriations heretofore or hereafter made for any one fiscal year for flood control, for removing accumulated snags and other debris and clearing channels in navigable streams and tributaries thereof when in the opinion of the Chief of Engineers such work is advisable in the interest of flood control; provided that not more than \$25,000 shall be allotted for this purpose for any single tributary from the appropriations for any one fiscal year.

Congress has authorized \$300,000 to be spent on navigable streams or tributaries thereof, on channel clearance throughout the United States. Whether we can add to the \$300,000 without being confronted with the point of order that we are legislating in an appropriation bill is a question I think ought to be submitted to this committee.

Therefore, Mr. President, it will be noted that it was I who called the attention of the committee to the existing legislation and to the fact that the amendment suggested would be legislation upon an appropriation bill.

Representative MILLS of Louisiana said:

I appreciate the Senator's statement on the subject. Of course, a point of order can be made against this \$50,000, but I trust that no point of order will be made.

Senator OVERTON. Mr. Chairman, I have no doubt, from my familiarity with this area, that an appropriation is needed, and this work is very important. It is true that last year there was an excessive rainfall when a great deal of damage was inflicted on the crops and on property in that area. It is largely due to the fact, as I take it, that the drainage has been interrupted by levee construction on the main stem of the Mississippi River, and these tributary streams have become clogged with debris and with snags and other interruptions of drainage. There are also other bayous and other areas of Louisiana that also require channel clearance. In south Louisiana, there are a number of them which also suffered from excessive rainfall.

I should like very much to see an appropriation made, far in excess of \$50,000, to undertake to meet this situation. The question with me is, however, whether we would not be legislating in an appropriation bill. We can do that, but I think you would have to authorize the chairman to present the amendment.

Following that I called General Robins to the stand, and he testified that \$200,000 at least would be needed for this purpose.

Therefore, Mr. President, I submit that I laid the whole subject matter before the subcommittee, and stated that it was legislation upon an appropriation bill, and stated that in case a point of order was raised, then the rule would have to be suspended here upon the floor of the Senate. When we came to mark up the bill I stated, as the Senator from Colorado will recall, that it was my intention in all probability to offer the amendment upon the floor of the Senate.

I therefore ask, Mr. President, that paragraph 4 of rule XVI be suspended, and that the amendment be considered.

The PRESIDING OFFICER. The question is on agreeing to the motion of the Senator from Louisiana that paragraph 4 of rule XVI be suspended for the purpose of proposing an amendment.

The motion was rejected, two-thirds of the Senators present not having voted in the affirmative.

The PRESIDING OFFICER. The bill is still before the Senate and open to further amendment. If there be no further amendments to be proposed, the question is on the engrossment of the amendments and the third reading of the bill.

The amendments were ordered to be engrossed, and the bill to be read a third time.

The bill was read the third time.

The PRESIDING OFFICER. The question now is on the passage of the bill.

The bill H. R. 4183 was passed.

Mr. THOMAS of Oklahoma. Mr. President, I ask unanimous consent that if any discrepancy appears in the totals

the clerks be authorized to correct the totals.

The PRESIDING OFFICER. Without objection, it is so ordered.

Mr. THOMAS of Oklahoma. I move that the Senate insist on its amendments, request a conference with the House of Representatives thereon, and that the Chair appoint the conferees on the part of the Senate.

The motion was agreed to; and the Presiding Officer appointed Mr. THOMAS of Oklahoma, Mr. HAYDEN, Mr. OVERTON, Mr. RUSSELL, Mr. BAILEY, Mr. REYNOLDS, Mr. BRIDGES, and Mr. LODGE conferees on the part of the Senate.

#### NOTICE OF HEARING ON NOMINATION OF THOMAS F. McALISTER

Mr. CHANDLER. Mr. President, the Committee on the Judiciary has received the nomination of Thomas F. McAllister, of Michigan, to be judge of the United States Circuit Court of Appeals for the Sixth Circuit, vice Hon. Herschel V. Arant, deceased.

As chairman of the subcommittee considering this nomination, and as required by rule 1 of the Judiciary Committee, I announce that Monday, May 5, at 3 p. m., has been set as the time for the hearings on this nomination, in the Judiciary Committee room, at which all interested parties will be heard.

#### LEGISLATIVE PROGRAM

Mr. BARKLEY. Mr. President, I wish to say for the benefit of the Senate that I propose to move that the Senate adjourn until Thursday. On Thursday I hope to have the calendar called for the consideration of bills to which there is no objection. We shall then probably adjourn until Monday.

The PRESIDING OFFICER. What is the pleasure of the Senate?

#### EXECUTIVE SESSION

Mr. BARKLEY. I move that the Senate proceed to the consideration of executive business.

The motion was agreed to; and the Senate proceeded to the consideration of executive business.

#### EXECUTIVE MESSAGES REFERRED

The PRESIDING OFFICER (M. BUNKER in the chair) laid before the Senate messages from the President of the United States submitting sundry nominations (and withdrawing a nomination), which were referred to the appropriate committees.

(For nominations this day received and nomination withdrawn, see the end of Senate proceedings.)

#### EXECUTIVE REPORTS OF COMMITTEES

The following favorable committee reports of nominations were submitted:

By Mr. HILL (for Mr. BAILEY), from the Committee on Commerce:

Several officers and employees for promotion in the Coast Guard and in the Coast and Geodetic Survey.

By Mr. GEORGE, from the Committee on Finance:

Several surgeons for promotion in the Public Health Service.

The PRESIDING OFFICER. If there be no further reports of committees, the



77TH CONGRESS  
1ST SESSION

# H. R. 4183

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IN THE HOUSE OF REPRESENTATIVES

APRIL 29, 1941

Ordered to be printed with the amendments of the Senate numbered

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## AN ACT

Making appropriations for the fiscal year ending June 30, 1942,  
for civil functions administered by the War Department,  
and for other purposes.

1       *Be it enacted by the Senate and House of Representa-*  
2       *tives of the United States of America in Congress assembled,*  
3       That the following sums are appropriated, out of any money  
4       in the Treasury not otherwise appropriated, for the fiscal year  
5       ending June 30, 1942, for civil functions administered by  
6       the War Department, and for other purposes, namely:

7                               QUARTERMASTER CORPS

8                               CEMETERIAL EXPENSES

9       For maintaining and improving national cemeteries, in-  
10      cluding fuel for and pay of superintendents and the superin-



1   tendent at Mexico City, and other employees; **(1)***purchase of*  
2   *land*; purchase of tools and materials; repair, maintenance,  
3   and operation of passenger-carrying motor vehicles; care and  
4   maintenance of the Arlington Memorial Amphitheater, chapel,  
5   and grounds in the Arlington National Cemetery, and that por-  
6   tion of Congressional Cemetery to which the United States has  
7   title and the graves of those buried therein, including Confed-  
8   erate graves, and including the burial site of Pushmataha, a  
9   Choctaw Indian chief; repair to roadways but not to more than  
10   a single approach road to any national cemetery constructed  
11   under special Act of Congress; for headstones or markers for  
12   unmarked graves of soldiers, sailors, and marines under the  
13   Acts approved March 3, 1873 (24 U. S. C. 279), February  
14   3, 1879 (24 U. S. C. 280), March 9, 1906 (34 Stat. 56),  
15   March 14, 1914 (38 Stat. 768), February 26, 1929 (24  
16   U. S. C. 280a), and April 18, 1940 (54 Stat. 142), and  
17   civilians interred in post cemeteries; recovery of bodies and  
18   disposition of remains as authorized by Act of May 17, 1938  
19   (10 U. S. C. 916-916d), including remains of personnel of  
20   the Army of the United States who die while on active  
21   duty; expenses authorized by Act of July 8, 1940 (54 Stat.  
22   743), incident to remains, dependents, and property of em-  
23   ployees dying while in a travel status or on duty in a terri-  
24   tory or possesssion of the United States or in a foreign coun-  
25   try; travel allowances of attendants accompanying remains



1 of military personnel and civilian employees; for repairs and  
2 preservation of monuments, tablets, roads, fences, and so  
3 forth, made and constructed by the United States in Cuba  
4 and China to mark the places where American soldiers fell;  
5 care, protection, and maintenance of the Confederate Mound  
6 in Oakwood Cemetery at Chicago, the Confederate Stock-  
7 ade Cemetery at Johnstons Island, the Confederate burial  
8 plats owned by the United States in Confederate Cemetery  
9 at North Alton, the Confederate Cemetery, Camp Chase, at  
10 Columbus, the Confederate Cemetery at Point Lookout, and  
11 the Confederate Cemetery at Rock Island; and for care and  
12 maintenance of graves used by the Army for burials in com-  
13 mercial cemeteries, \$2,765,626: *Provided*, That no railroad  
14 shall be permitted upon any right-of-way which may have  
15 been acquired by the United States leading to a national  
16 cemetery, or to encroach upon any roads or walks constructed  
17 thereon and maintained by the United States: *Provided*  
18 *further*, That no part of this appropriation shall be used for  
19 repairing any roadway not owned by the United States  
20 within the corporate limits of any city, town, or village.

21 The Secretary of War is authorized to convey to any  
22 State, county, municipality, or proper agency thereof, in  
23 which the same is located, all the right, title, and interest  
24 of the United States in and to any Government owned or  
25 controlled approach road to any national cemetery: *Provided*,



1 That prior to the delivery of any instrument of conveyance  
2 hereunder, the State, county, municipality, or agency to  
3 which the conveyance herein authorized is to be made, shall  
4 notify the Secretary of War in writing of its willingness to  
5 accept and maintain the road included in such conveyance:  
6 *Provided further*, That upon the execution and delivery of  
7 any conveyance herein authorized the jurisdiction of the  
8 United States of America over the road conveyed shall  
9 cease and determine and shall thereafter vest in the State  
10 in which said road is located.

## 11 SIGNAL CORPS

### 12 ALASKA COMMUNICATION SYSTEM

13 For operation, maintenance, and improvement of the  
14 Alaska Communication System, including travel allowances  
15 and travel in kind as authorized by law, and operation and  
16 maintenance of passenger-carrying vehicles, \$222,744, to be  
17 derived from the receipts of the Alaska Communication Sys-  
18 tem which have been covered into the Treasury of the United  
19 States, and to remain available until the close of the fiscal  
20 year 1943: *Provided*, That the Secretary of War shall  
21 report to Congress the extent and cost of any extensions  
22 and betterments which may be effected under this appro-  
23 priation: *Provided further*, That hereafter charges for inter-  
24 connection between the radio-telephone facilities of this  
25 system and commercial telephone facilities may be paid from  
26 the receipts of the Alaska Communication System.



## 1                   CORPS OF ENGINEERS

## 2                   RIVERS AND HARBORS AND FLOOD CONTROL

3           To be immediately available and to be expended under  
4 the direction of the Secretary of War and the supervision  
5 of the Chief of Engineers, and to remain available until  
6 expended:

## 7                   RIVERS AND HARBORS

8           For the preservation and maintenance of existing river  
9 and harbor works, and for the prosecution of such projects  
10 heretofore authorized as may be most desirable in the inter-  
11 ests of commerce and navigation; for survey of northern and  
12 northwestern lakes and other boundary and connecting  
13 waters as heretofore authorized, including the preparation,  
14 correction, printing, and issuing of charts and bulletins and  
15 the investigation of lake levels; for prevention of obstructive  
16 and injurious deposits within the harbor and adjacent waters  
17 of New York City; for expenses of the California Débris  
18 Commission in carrying on the work authorized by the Act  
19 approved March 1, 1893, as amended (33 U. S. C. 661,  
20 678, and 683); for removing sunken vessels or craft ob-  
21 structing or endangering navigation as authorized by law;  
22 for operating and maintaining, keeping in repair, and  
23 continuing in use without interruption any lock, canal  
24 (except the Panama Canal), canalized river, or other  
25 public works for the use and benefit of navigation belong-



ing to the United States, including maintenance of the Hen-  
 nepin Canal in Illinois; for payment annually of tuition fees  
 of not to exceed fifty student officers of the Corps of Engi-  
 neers at civil technical institutions under the provisions of  
 section 127a of the National Defense Act, as amended  
 (10 U. S. C. 535); for examinations, surveys, and  
 contingencies of rivers and harbors; for printing and binding,  
 newspapers, lawbooks, books of reference, periodicals, and  
 office supplies and equipment required in the Office of the  
 Chief of Engineers to carry out the purposes of this appro-  
 priation, including such printing as may be authorized by  
 the Committee on Printing of the House of Representatives,  
 either during a recess or session of Congress, of surveys  
 authorized by law, and such surveys as may be printed  
 during a recess of Congress shall be printed, with illus-  
 trations, as documents of the next succeeding session of  
 Congress, and for the purchase (not to exceed \$167,870)  
 of motor-propelled passenger-carrying vehicles and motor-  
 boats, for official use: *Provided*, That no part of this appro-  
 priation shall be expended for any preliminary examina-  
 tion, survey, project, or estimate not authorized by law,  
 (2) ~~\$63,100,040~~ \$68,268,640, of which \$1,500,000 shall be  
 available for improvement of Boston Harbor as recommended  
 in House Document Numbered 362, Seventy-sixth Congress,  
 \$45,000 for improvement of the channel from Manteo to Ore-



1 *gon Inlet, North Carolina, as recommended in House Docu-*  
2 *ment Numbered 313, Seventy-sixth Congress, and \$60,000 for*  
3 *improvement of Silver Lake Harbor, North Carolina, as*  
4 *recommended in House Document Number 325, Seventy-*  
5 *sixth Congress, all as authorized by the National Defense*  
6 *River and Harbor Act approved October 17, 1940: Pro-*  
7 *vided, That from this appropriation the Secretary of War*  
8 *may, in his discretion and on the recommendation of*  
9 *the Chief of Engineers based on the recommendation*  
10 *by the Board of Rivers and Harbors in the review of*  
11 *a report or reports authorized by law, expend such sums*  
12 *as may be necessary for the maintenance of harbor*  
13 *channels provided by a State, municipality, or other public*  
14 *agency, outside of harbor lines and serving essential needs*  
15 *of general commerce and navigation, such work to be subject*  
16 *to the conditions recommended by the Chief of Engineers*  
17 *in his report or reports thereon: Provided further, That*  
18 *no appropriation under the Corps of Engineers for the fiscal*  
19 *year 1942 shall be available for any expenses incident to*  
20 *operating any power-driven boat or vessel on other than*  
21 *Government business: Provided further, That not to exceed*  
22 *\$1,000 of the amount herein appropriated shall be available*  
23 *for the support and maintenance of the Permanent Interna-*  
24 *tional Commission of the Congresses of Navigation and for*  
25 *the payment of the actual expenses of the properly accredited*



1 delegates of the United States to the meeting of the Con-  
 2 gresses and of the Commission.

### 3 FLOOD CONTROL

4 Flood control, general: For the construction and main-  
 5 tenance of certain public works on rivers and harbors for  
 6 flood control, and for other purposes, in accordance with the  
 7 provisions of the Flood Control Act, approved June 22,  
 8 1936, as amended and supplemented, including printing and  
 9 binding, newspapers, law books, books of reference, period-  
 10 icals, and office supplies and equipment required in the Office  
 11 of the Chief of Engineers to carry out the purposes of this  
 12 appropriation, the purchase (not to exceed \$27,200) of  
 13 motor-propelled passenger-carrying vehicles and motorboats  
 14 for official use, and for preliminary examinations and surveys  
 15 of flood-control projects authorized by law, ~~(3)\$71,129,000~~  
 16 ~~\$79,234,035 (4), of which not to exceed \$7,683,035 shall be~~  
 17 ~~available immediately and exclusively for expenditure upon~~  
 18 ~~projects on account of which allotments heretofore have not~~  
 19 ~~been made, and, in addition, for the protection at approaches~~  
 20 ~~to military reservations from flood waters: Provided, That~~  
 21 \$998,342 of this appropriation shall be transferred and  
 22 made available to the Secretary of Agriculture for pre-  
 23 liminary examinations and surveys, as authorized by law,  
 24 for run-off and water-flow retardation and soil-erosion  
 25 prevention on the watersheds of flood-control projects,



1 including the employment of persons in the District of  
2 Columbia and elsewhere, purchase of books and periodicals,  
3 printing and binding, the purchase (not to exceed \$15,000)  
4 of motor-propelled passenger-carrying vehicles and motor-  
5 boats, and for other necessary expenses: *Provided further,*  
6 That funds appropriated herein may be used for flood-control  
7 work on the Salmon River, Alaska, as authorized by law:  
8 *Provided further,* That funds appropriated herein may be  
9 used to execute detailed surveys, prepare plans and speci-  
10 fications, and to procure options on land and property  
11 necessary for the construction of authorized flood-control  
12 projects or for flood-control projects considered for selection  
13 in accordance with the provisions of section 4 of the Flood  
14 Control Act approved June 28, 1938: *Provided further,*  
15 That the expenditure of funds for completing the necessary  
16 surveys and securing options shall not be construed as a  
17 commitment of the Government to the construction of any  
18 project (5): *Provided further, That in aid of the construction,*  
19 *maintenance, and operation of the Hulah Dam and Reservoir*  
20 *project on the Caney River, Oklahoma and Kansas, author-*  
21 *ized by the Act of June 22, 1936 (49 Stat. 1571), as*  
22 *amended, for the control of floods in the Verdigris River*  
23 *Valley, the Osage Tribal Council be, and it hereby is, au-*  
24 *thorized, upon payment of just compensation therefor, and*  
25 *with the approval of the Secretary of the Interior, to release*



1 *and relinquish to the United States of America such right,*  
2 *interest, and control in and over the minerals reserved to the*  
3 *Osage Tribe by the Act of June 28, 1906 (34 Stat. 539),*  
4 *as amended, as may be found by the Secretary of War to be*  
5 *necessary for the construction, maintenance, and operation of*  
6 *said Hulah Dam and Reservoir project: Provided further,*  
7 *That construction of said project may be undertaken when*  
8 *the amount of money to be paid to the Osage Tribe as just*  
9 *compensation for the release and relinquishment herein*  
10 *authorized has been agreed upon by the Secretary of War,*  
11 *the Secretary of the Interior, and the Osage Tribal Council:*  
12 *Provided further, That the amount agreed upon as just*  
13 *compensation for the release and relinquishment herein*  
14 *authorized shall be paid by the Secretary of War out of*  
15 *appropriations made for flood control, general, to the Secre-*  
16 *tary of the Interior for disbursement in the manner provided*  
17 *by section 4 of the Act of June 28, 1906 (34 Stat. 539),*  
18 *as amended, for the disbursment of royalties received from*  
19 *the leasing of minerals owned by the Osage Tribe.*

20       Flood control, Mississippi River and tributaries: For  
21 prosecuting work of flood control in accordance with the  
22 provisions of the Flood Control Act approved May 15, 1928,  
23 as amended (33 U. S. C. 702a), including printing and  
24 binding, newspapers, lawbooks, books of reference, period-  
25 icals, and office supplies and equipment required in the Office



1 of the Chief of Engineers to carry out the purposes of this  
2 appropriation, and for the purchase (not to exceed  
3 \$42,750) of motor-propelled passenger-carrying vehicles and  
4 motorboats for official use, \$22,000,000.

5     Emergency fund for flood control on tributaries of  
6 Mississippi River: For rescue work and for repair or  
7 maintenance of any flood-control work on any tributaries  
8 of the Mississippi River threatened or destroyed by flood,  
9 in accordance with section 9 of the Flood Control Act,  
10 approved June 15, 1936 (49 Stat. 1508), \$100.

11     Flood control, Sacramento River, California: For prose-  
12 cuting work of flood control, Sacramento River, California,  
13 in accordance with the provisions of Acts approved March 1,  
14 1917, May 15, 1928, and August 26, 1937 (33 U. S. C.  
15 703, 704; 50 Stat. 849), \$98,325.

#### 16                     HYDROELECTRIC POWER

17     Power plant, Fort Peck Dam, Montana: For continu-  
18 ing the construction of the hydroelectric power plant at Fort  
19 Peck Dam, Montana, as authorized by the Act approved  
20 May 18, 1938 (52 Stat. 403), \$1,845,000.

21     Power plant, Bonneville Dam, Columbia River, Oregon:  
22 For continuing the construction of the hydroelectric power  
23 plant at Bonneville Dam, Columbia River, Oregon, as author-  
24 ized by the Acts approved August 30, 1935 (49 Stat. 1038),  
25 and August 20, 1937 (50 Stat. 731), \$7,170,000.



## 1 UNITED STATES SOLDIERS' HOME

2 For maintenance and operation of the United States  
3 Soldiers' Home, to be paid from the Soldiers' Home Perma-  
4 nent Fund, \$806,067.

## 5 THE PANAMA CANAL

6 For every expenditure requisite for and incident to the  
7 maintenance and operation, sanitation, and civil govern-  
8 ment of the Panama Canal and Canal Zone, and construction  
9 of additional facilities, including the following: Compensation  
10 of all officials and employees; foreign and domestic news-  
11 papers and periodicals; lawbooks; textbooks and books of  
12 reference; printing and binding, including printing of annual  
13 report; personal services in the District of Columbia;  
14 purchase or exchange of typewriting, adding, and other  
15 machines; purchase or exchange, maintenance, repair, and  
16 operation of motor-propelled and horse-drawn passenger-  
17 carrying vehicles; claims for damages to vessels passing  
18 through the locks of the Panama Canal, as authorized by  
19 the Panama Canal Act; claims for losses of or damages to  
20 property arising from the conduct of authorized business  
21 operations; claims for damages to property arising from the  
22 maintenance and operation, sanitation, and civil govern-  
23 ment of the Panama Canal, and construction of additional  
24 facilities; acquisition of land and land under water, as  
25 authorized in the Panama Canal Act; expenses incurred in



1 assembling, assorting, storing, repairing, and selling material,  
2 machinery, and equipment heretofore or hereafter purchased  
3 or acquired for the construction of the Panama Canal which  
4 are unserviceable or no longer needed, to be reimbursed from  
5 the proceeds of such sale; expenses incident to conducting  
6 hearings and examining estimates for appropriations on the  
7 Isthmus; expenses incident to any emergency arising because  
8 of calamity by flood, fire, pestilence, or like character not  
9 foreseen or otherwise provided for herein; travel expenses  
10 when prescribed by the Governor of the Panama Canal to  
11 persons engaged in field work or traveling on official busi-  
12 ness; not to exceed \$2,000 for travel and subsistence expenses  
13 of members of the police and fire forces of the Panama Canal  
14 incident to their special training in the United States; trans-  
15 portation, including insurance, of public funds and securities  
16 between the United States and the Canal Zone; purchase,  
17 construction, repair, replacement, alteration, or enlargement  
18 of buildings, structures, equipment, and other improvements;  
19 and for such other expenses not in the United States as the  
20 Governor of the Panama Canal may deem necessary best to  
21 promote the maintenance and operation, sanitation, and civil  
22 government of the Panama Canal, and construction of addi-  
23 tional facilities, all to be expended under the direction of the  
24 Governor of the Panama Canal and accounted for as follows:  
25       For maintenance and operation of the Panama Canal:



1 Salary of the Governor, \$10,000; contingencies of the  
 2 Governor, to be expended in his discretion, not exceeding  
 3 \$3,000; purchase, inspection, delivery, handling, and stor-  
 4 ing of materials, supplies, and equipment for issue to all  
 5 departments of the Panama Canal, the Panama Railroad,  
 6 other branches of the United States Government, and for  
 7 authorized sales; payment in lump sums of not exceeding  
 8 the amounts authorized by the Injury Compensation Act  
 9 approved September 7, 1916 (5 U. S. C. 793), to alien  
 10 cripples who are now a charge upon the Panama Canal by  
 11 reason of injuries sustained while employed in the con-  
 12 struction of the Panama Canal; and relief payments author-  
 13 ized by the Act approved July 8, 1937 (50 Stat. 478),  
 14 ~~(6)\$10,214,086~~ \$10,474,086; for continuing the construc-  
 15 tion of special protective works, \$4,670,000; in all,  
 16 ~~(7)\$14,884,086~~ \$15,144,086, together with all moneys aris-  
 17 ing from the conduct of business operations authorized by the  
 18 Panama Canal Act.

19 Construction of additional facilities—Panama Canal: For  
 20 construction of additional facilities for the improvement and  
 21 enlargement of the capacity of the Panama Canal, in accord-  
 22 ance with the Act approved August 11, 1939 (53 Stat.  
 23 1409), including reimbursement to the appropriations  
 24 “Maintenance and Operation, Panama Canal”, “Sanitation,  
 25 Panama Canal”, and “Civil Government, Panama Canal”,



1 in such amounts as the Governor of the Panama Canal shall  
2 from time to time determine to be additional costs incurred  
3 for the objects specified in said appropriations on account of  
4 the prosecution of the work; in all, \$34,932,000, and, in  
5 addition, the Governor of the Panama Canal may, when  
6 authorized by the Secretary of War, make or authorize the  
7 making of contracts prior to July 1, 1942, for or on account  
8 of the construction of such additional facilities, to an amount  
9 not in excess of \$79,000,000.

10 For sanitation, quarantine, hospitals, and medical aid  
11 and support of the insane and of lepers and aid and support  
12 of indigent persons legally within the Canal Zone, including  
13 expenses of their deportation when practicable, the purchase  
14 of artificial limbs or other appliances for persons who were  
15 injured in the service of the Isthmian Canal Commission  
16 or the Panama Canal prior to September 7, 1916, additional  
17 compensation to any officer of the United States Public  
18 Health Service detailed with the Panama Canal as chief  
19 quarantine officer, and payments of not to exceed \$50 in  
20 any one case to persons within the Government service who  
21 shall furnish blood from their veins for transfusion to the  
22 veins of patients in Panama Canal hospitals: *Provided, That*  
23 expenditures heretofore made to any person within the Gov-  
24 ernment service for blood furnished to patients in Panama  
25 Canal hospitals are hereby validated, \$1,024,223.



1 For civil government of the Panama Canal and Canal  
 2 Zone, including gratuities and necessary clothing for indigent  
 3 discharged prisoners, \$1,295,017.

4 Total, Panama Canal, ~~(8)\$52,135,326~~ \$52,395,326, to  
 5 be available until expended.

6 In addition to the foregoing sums there is appropriated  
 7 for the fiscal year 1942 for expenditures and reinvest-  
 8 ment under the several heads of appropriation aforesaid,  
 9 without being covered into the Treasury of the United States,  
 10 and to remain available until expended, all moneys received  
 11 by the Panama Canal during the fiscal year 1942 and  
 12 prior fiscal years (exclusive of net profits for such prior  
 13 fiscal years) from services rendered or materials and sup-  
 14 plies furnished to the United States, the Panama Railroad  
 15 Company, the Canal Zone government, or to their employees,  
 16 respectively, or to the Panama Government, from hotel and  
 17 hospital supplies and services; from rentals, wharfage, and  
 18 like service; from labor, materials, and supplies and other  
 19 services furnished to vessels other than those passing through  
 20 the Canal, and to others unable to obtain the same elsewhere;  
 21 from the sale of scrap and other byproducts of manufacturing  
 22 and shop operations; from the sale of obsolete and unservice-  
 23 able materials, supplies, and equipment purchased or acquired  
 24 for the operation, maintenance, protection, sanitation, and  
 25 government of the Canal and Canal Zone; and any net profits



1 accruing from such business to the Panama Canal shall an-  
2 nually be covered into the Treasury of the United States.

3 There is also appropriated for the fiscal year 1942  
4 for the operation, maintenance, and extension of water-  
5 works, sewers, and pavements in the cities of Panama and  
6 Colon, to remain available until expended, the necessary por-  
7 tions of such sums as shall be paid during that fiscal year as  
8 water rentals or directly by the Government of Panama for  
9 such expenses.

10 SEC. 2. No part of any appropriation contained in this  
11 Act shall be used directly or indirectly after May 1, 1941,  
12 except for temporary employment in case of emergency, for  
13 the payment of any civilian for services rendered by him on  
14 the Canal Zone while occupying a skilled, technical, clerical,  
15 administrative, executive, or supervisory position unless such  
16 person is a citizen of the United States of America or of the  
17 Republic of Panama: *Provided, however,* (1) That, not-  
18 withstanding the provision in the Act approved August  
19 11, 1939 (53 Stat. 1409), limiting employment in the  
20 above-mentioned positions to citizens of the United States  
21 from and after the date of the approval of said Act,  
22 citizens of Panama may be employed in such positions;  
23 (2) that at no time shall the number of Panamanian  
24 citizens employed in the above-mentioned positions exceed  
25 the number of citizens of the United States so employed,



1 if United States citizens are available in continental United  
2 States or on the Canal Zone; (3) that nothing in this  
3 Act shall prohibit the continued employment of any person  
4 who shall have rendered fifteen or more years of faithful and  
5 honorable service on the Canal Zone; (4) that in the selec-  
6 tion of personnel for skilled, technical, administrative, clerical,  
7 cal, supervisory, or executive positions, the controlling factors  
8 in filling these positions shall be efficiency, experience, training,  
9 and education; (5) that all citizens of Panama and the  
10 United States rendering skilled, technical, clerical, administrative,  
11 executive, or supervisory service on the Canal Zone  
12 under the terms of this Act (a) shall normally be employed  
13 not more than forty hours per week, (b) may receive as  
14 compensation equal rates of pay based upon rates paid for  
15 similar employment in continental United States plus 25  
16 per centum; (6) this entire section shall apply only to persons  
17 employed in skilled, technical, clerical, administrative,  
18 executive, or supervisory positions on the Canal Zone directly  
19 or indirectly by any branch of the United States Government  
20 or by any corporation or company whose stock is  
21 owned wholly or in part by the United States Government:  
22 **(9)***Provided further, however, That no part of these appropriations*  
23 *shall be used for the payment of any part of the*  
24 *salary or wages of any alien occupying any position covered*  
25 *by this section if such alien has United States civil-service*



1 *status: Provided further,* That the President may suspend  
2 compliance with this section (10) *or any subdivision or pro-*  
3 *vision hereof* in time of war or national emergency if he  
4 should deem such course to be in the public interest.

5 SEC. 3. No part of any appropriation contained in this  
6 Act or authorized hereby to be expended shall be used  
7 to pay the compensation of any officer or employee of the  
8 Government of the United States, or of any agency the  
9 majority of the stock of which is owned by the Government  
10 of the United States, whose post of duty is in continental  
11 United States unless such person is a citizen of the United  
12 States, or a person in the service of the United States on  
13 the date of the approval of this Act who being eligible for  
14 citizenship had theretofore filed a declaration of intention  
15 to become a citizen or who owes allegiance to the United  
16 States.

17 SEC. 4. No part of any appropriation contained in this  
18 Act shall be used to pay the salary or wages of any person  
19 who advocates, or who is a member of an organization  
20 that advocates, the overthrow of the Government of the  
21 United States by force or violence: *Provided,* That for the  
22 purposes hereof an affidavit shall be considered prima facie  
23 evidence that the person making the affidavit does not  
24 advocate, and is not a member of an organization that  
25 advocates, the overthrow of the Government of the United



1 States by force or violence: *Provided further*, That any  
2 person who advocates, or who is a member of an organization  
3 that advocates, the overthrow of the Government of the  
4 United States by force or violence and accepts employment  
5 the salary or wages for which are paid from any appropria-  
6 tion in this Act shall be guilty of a felony and, upon convic-  
7 tion, shall be fined not more than \$1,000 or imprisoned  
8 for not more than one year, or both: *Provided further*,  
9 That the above penalty clause shall be in addition to, and  
10 not in substitution for, any other provisions of existing law.

11 SEC. 5. This Act may be cited as the "War Depart-  
12 ment Civil Appropriation Act, 1942".

Passed the House of Representatives March 27, 1941.

Attest: SOUTH TRIMBLE,  
*Clerk.*

By H. NEWLIN MEGILL.

Passed the Senate with amendments April 29, 1941.

Attest: EDWIN A. HALSEY,  
*Secretary.*







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## AN ACT

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Making appropriations for the fiscal year ending June 30, 1942, for civil functions administered by the War Department, and for other purposes.

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IN THE HOUSE OF REPRESENTATIVES

APRIL 29, 1941

Ordered to be printed with the amendments of the  
Senate numbered





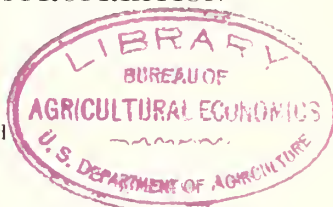






WAR DEPARTMENT CIVIL FUNCTIONS APPROPRIATION  
BILL, 1942

\_\_\_\_\_  
MAY 13, 1941.—Ordered to be printed  
\_\_\_\_\_



Mr. SNYDER, from the committee of conference, submitted the  
following

CONFERENCE REPORT

[To accompany H. R. 4183]

The committee of conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H. R. 4183) making appropriations for the fiscal year ending June 30, 1942, for civil functions administered by the War Department, and for other purposes, having met, after full and free conference, have agreed to recommend and do recommend to their respective Houses as follows:

That the Senate recede from its amendments numbered 9 and 10.

That the House recede from its disagreement to the amendments of the Senate numbered 2, 6, 7, and 8; and agree to the same.

Amendment numbered 1:

That the House recede from its disagreement to the amendment of the Senate numbered 1, and agree to the same with an amendment, as follows:

In lieu of the matter inserted by said amendment, insert the following: *purchase of grave sites*; ; and the Senate agree to the same.

Amendment numbered 3:

That the House recede from its disagreement to the amendment of the Senate numbered 3, and agree to the same with an amendment, as follows:

In lieu of the sum proposed insert \$73,030,000; and the Senate agree to the same.

Amendment numbered 4:

That the House recede from its disagreement to the amendment of the Senate numbered 4, and agree to the same with an amendment, as follows:

Restore the matter stricken out by said amendment amended to read as follows: , *of which not to exceed \$9,134,035 shall be available*



*immediately and exclusively for expenditure upon projects on account of which allotments heretofore have not been made, and, in addition, for the protection from floodwaters at approaches to Fort Dix, New Jersey; and the Senate agree to the same.*

The committee of conference report in disagreement amendment numbered 5.

J. BUELL SNYDER,  
D. D. TERRY,  
JOE STARNES,  
ROSS A. COLLINS,  
JOHN H. KERR,  
GEORGE MAHON,  
D. LANE POWERS,  
FRANCIS CASE,

*Managers on the part of the House.*

ELMER THOMAS,  
CARL HAYDEN,  
JOHN H. OVERTON,  
RICHARD B. RUSSELL,  
STYLES BRIDGES,  
ROBT. R. REYNOLDS,

*Managers on the part of the Senate.*



## STATEMENT OF THE MANAGERS ON THE PART OF THE HOUSE

The managers on the part of the House at the conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H. R. 4183) making appropriations for the fiscal year ending June 30, 1942, for civil functions administered by the War Department, and for other purposes, submit the following statement in explanation of the effect of the action agreed upon and recommended in the accompanying conference report as to each of such amendments, namely:

No. 1: Provides for the purchase of grave sites, instead of the "purchase of land," as proposed by the Senate.

No. 2, relating to rivers and harbors: Appropriates \$68,268,640, as proposed by the Senate, instead of \$63,100,040, as proposed by the House, the increase of \$5,168,600 to be applied to projects as follows: Boston Harbor, seaplane channel; channel from Manteo to Oregon Inlet, N. C.; Silver Lake Harbor, N. C.; Pearl River, Miss. and La.; Missouri River, Kansas City to Sioux City.

Nos. 3, and 4, relating to flood control, general: Appropriates \$73,030,000, instead of \$71,129,000, as proposed by the House, and \$79,234,035, as proposed by the Senate, the agreed upon increase applying to the following projects: Guyandot section of Huntington, W. Va.; Lugert-Altus flood-control and reclamation reservoir (Oklahoma); protection of flood waters at approaches to Fort Dix, N. J.; and restores the House provision for commencing authorized projects not heretofore undertaken, amended to make available an additional amount of \$1,101,000 for the project pertaining to the Guyandot section of Huntington, W. Va., and to provide for the protection from flood waters at approaches to Fort Dix, N. J., instead of to military reservations generally, at a cost of \$350,000.

Nos. 6, 7, and 8, relating to the Panama Canal: Appropriates an additional amount of \$260,000 for the erection of quarters for employees in the Canal Zone, as proposed by the Senate.

Nos. 9, and 10, relating to the employment of aliens in the Canal Zone: Strikes out the matter inserted by the Senate.

### DISAGREEMENT

The committee of conference reports in disagreement amendment of the Senate numbered 5, relating to compensation of the Osage Tribe for mineral rights in an area required for flood control purposes.

J. BUELL SNYDER,  
D. D. TERRY,  
JOE STARNES,  
ROSS A. COLLINS,  
JOHN H. KERR,  
GEORGE MAHON,  
D. LANE POWERS,  
FRANCIS CASE,

*Managers on the part of the House.*















tral and South American countries would be put on the normal trade routes between North and Central and South America.

Incidentally, in connection with the correspondence between the committee and the Secretary of State, read by the Senator from Michigan this morning, I am very clear, because I interrogated him at some length myself, as to the testimony of the Assistant Secretary of State, Mr. Long, about the proposed Chilean seizures. It was to the effect that some South American countries, notably Chile, had proposed some time ago to seize certain German ships interned in their ports and to put them in their own normal trade. In the case of Chile it was proposed to seize three German ships, a matter which had not been consummated and completed for the reason that the Chilean Government was notified by the Government of Great Britain that they would not recognize any such seizure, and that if those ships put to sea under the Chilean flag they would be subject to seizure on the high seas by Great Britain. In other words, according to the statement of the Assistant Secretary of State, in the case of Chile, Great Britain had served warning of seizure under practically an identical policy with that contained in the pending bill; and some of us on the Committee on Commerce were interested to know what the difference would be between Chile seizing German-flag ships and the United States seizing certain German-flag ships—whether there was any difference in international law between Chile and the United States, and whether the United States had made any commitments to Great Britain which would change that rule.

I have known the Secretary of State for a great many years; I have the highest respect for him, in fact, a very deep personal affection for him. I know him to be frank and honest and sincere, and I can only explain the divergence between the testimony of the Assistant Secretary of State, Mr. Long, and the information contained in the letter addressed to the chairman of the Committee on Commerce by the Secretary of State himself, on the ground that some quibbling technicality has been availed of as to the form of the question propounded by the chairman of the Committee on Commerce.

Be that as it may, Mr. President, the proposed legislation, with the Vandenberg-Clark amendment added to it, would supply every bit of authority necessary or desirable to carry out the purposes announced on the part of the Government of the United States at least on the part of the State Department, by the authorized representative of the State Department, the Assistant Secretary of State.

Mr. President, so far as I am concerned, I would find no hesitancy whatever in voting to exercise the right which I believe to be a legal right on the part of the United States in time of emergency, as the Senator from Georgia has stated, to take possession of these ships and use them for our own purposes. With a proper restriction, I could cheer-

fully and willingly vote for the bill for the purposes announced by the State Department itself. But I cannot vote for a measure which, in addition to carrying out the announced objectives of the measure, deliberately goes beyond that with a grant of authority to commit an act of war by seizing the property of one belligerent and turning it over to another belligerent.

Mr. President, that to my mind represents another of the successive steps which have been taken, designed, and intended to get this country into war, like a boy putting a chip on his shoulder and daring some other boy to knock it off. From my experience, I am convinced that if that course is continued long enough, someone will sooner or later knock the chip off, and there will be a fight.

What I object to in the bill is the deliberate inclusion of that grant, not necessary and, indeed, incompatible with the announced purposes of the legislation. I cannot see how any Senator on this floor can possibly justify a grant of power intended only to be provocative, whose only effect will be provocative, if the actions are taken which are incompatible with the announced purposes of the proposed legislation.

Therefore, if the pending amendment shall not be agreed to, as much as I should like to vote for the restoration of these ships to the essential trade routes of the United States, I shall be unable to vote for a measure which I regard not only as illegal but as immoral.

The VICE PRESIDENT. The question is on agreeing to the amendment offered by the senior Senator from Michigan [Mr. VANDENBERG].

Mr. VANDENBERG. First, Mr. President, I ask for an order for the yeas and nays.

The yeas and nays were ordered.

Mr. VANDENBERG. I suggest the absence of a quorum.

The VICE PRESIDENT. The clerk will call the roll.

The legislative clerk called the roll, and the following Senators answered to their names:

Adams	Downey	Murray
Aiken	Ellender	Norris
Andrews	George	O'Mahoney
Austin	Gerry	Overton
Bailey	Gillette	Pepper
Ball	Glass	Reynolds
Bankhead	Green	Rosier
Barbour	Guffey	Russell
Barkley	Gurney	Schwartz
Bilbo	Hatch	Shipstead
Brewster	Hayden	Smathers
Bridges	Herring	Smith
Brooks	Hill	Spencer
Brown	Holman	Stewart
Bulow	Johnson, Calif.	Taft
Bunker	Johnson, Colo.	Thomas, Okla.
Burton	Kilgore	Thomas, Utah
Butler	La Follette	Tobey
Byrd	Langer	Truman
Byrnes	Lee	Tunnell
Capper	Lodge	Vandenberg
Chandler	Lucas	Van Nuys
Clark, Idaho	McCarran	Walsh
Clark, Mo.	McFarland	Wheeler
Connally	McNary	White
Danaher	Maloney	Wiley
Davis	Murdock	Willis

The VICE PRESIDENT. Eighty-one Senators having answered to their names, a quorum is present.

The yeas and nays having been ordered on the amendment offered by the Senator

from Michigan [Mr. VANDENBERG] on behalf of himself and the Senator from Missouri [Mr. CLARK], the clerk will call the roll.

The legislative clerk proceeded to call the roll.

Mr. McNARY (when his name was called). I have a pair with the senior Senator from Mississippi [Mr. HARRISON]. I transfer that pair to the junior Senator from Idaho [Mr. THOMAS] and will vote. I vote "yea." If present, the junior Senator from Idaho would vote "yea." I am advised that if present and voting, the Senator from Mississippi would vote "nay."

The roll call was concluded.

Mr. HILL. I announce that the Senator from Arkansas [Mrs. CARAWAY] is absent from the Senate because of a death in her family.

The Senator from Mississippi [Mr. HARRISON], the Senator from Tennessee [Mr. McKELLAR], the Senator from Maryland [Mr. TYDINGS], and the Senator from New York [Mr. WAGNER] are absent because of illness.

The Senator from New Mexico [Mr. CHAVEZ] is detained on important public business.

The Senator from Washington [Mr. BONE] is attending the commissioning of the battleship U. S. S. *Washington*, and is therefore necessarily absent. I am advised that if present and voting he would vote "yea."

The Senator from Delaware [Mr. HUGHES], the Senator from New York [Mr. MEAD], the Senator from Maryland [Mr. RADCLIFFE], and the Senator from West Virginia [Mr. ROSIER] are detained in Government departments on important business.

Mr. AUSTIN. I announce the necessary absence of the senior Senator from North Dakota [Mr. NYE] and the junior Senator from Kansas [Mr. REED]. The Senator from North Dakota [Mr. NYE] is paired with the Senator from Maryland [Mr. RADCLIFFE]. If present, the Senator from North Dakota would vote "yea," and I am informed the Senator from Maryland would vote "nay."

The Senator from Kansas [Mr. REED] is paired with the Senator from Delaware [Mr. HUGHES]. If present, the Senator from Kansas would vote "yea," and I am informed that the Senator from Delaware would vote "nay."

The result was announced—yeas 38, nays 43, as follows:

#### YEAS—38

Adams	Clark, Mo.	McNary
Aiken	Danaher	Reynolds
Bailey	Davis	Shipstead
Brewster	Downey	Smith
Bridges	Gillette	Taft
Brooks	Gurney	Tobey
Brown	Holman	Vandenberg
Bulow	Johnson, Calif.	Walsh
Burton	Johnson, Colo.	Wheeler
Butler	La Follette	White
Byrd	Langer	Wiley
Capper	Lodge	Willis
Clark, Idaho	McCarran	

#### NAYS—43

Andrews	Byrnes	Guffey
Austin	Chandler	Hatch
Ball	Connally	Hayden
Bankhead	Ellender	Herring
Barbour	George	Hill
Barkley	Gerry	Kilgore
Bilbo	Glass	Lee
Bunker	Green	Lucas



McFarland  
Maloney  
Murdock  
Murray  
Norris  
O'Mahoney  
Overton

Pepper  
Russell  
Schwartz  
Smathers  
Spencer  
Stewart  
Thomas, Okla.

Thomas, Utah  
Truman  
Tunnell  
Van Nuys  
Wallgren

#### NOT VOTING—14

Bone  
Caraway  
Chavez  
Harrison  
Hughes

McKellar  
Mead  
Nye  
Radcliffe  
Reed

Rosier  
Thomas, Idaho  
Tydings  
Wagner

So Mr. VANDENBERG's amendment, offered on behalf of himself and Mr. CLARK of Missouri, was rejected.

The VICE PRESIDENT. The bill is still open to amendment.

#### MESSAGE FROM THE HOUSE

A message from the House of Representatives, by Mr. Megill, one of its clerks, announced that the House had agreed to the report of the committee of conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H. R. 4183) making appropriations for the fiscal year ending June 30, 1942, for civil functions administered by the War Department, and for other purposes, and that the House insisted upon its disagreement to the amendment of the Senate No. 5 to the bill.

The message also announced that the House had agreed to House Concurrent Resolution 34, in which it requested the concurrence of the Senate, as follows:

*Resolved by the House of Representatives (the Senate concurring),* That there be printed as a House document 177,000 copies of a revised edition of the pamphlet entitled "Our American Government: What Is It? How Does It Function?" of which 45,000 copies shall be for the use of the Senate and 132,000 copies for the use of the House of Representatives.

#### ENROLLED JOINT RESOLUTION SIGNED

The message further announced that the Speaker had affixed his signature to the enrolled joint resolution (S. J. Res. 60) relating to corn and wheat marketing quotas under the Agricultural Adjustment Act of 1938, as amended, and it was signed by the Vice President.

#### APPROPRIATIONS FOR CIVIL FUNCTIONS OF WAR DEPARTMENT—CONFERENCE REPORT

Mr. THOMAS of Oklahoma submitted the following report:

The committee of conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H. R. 4183) making appropriations for the fiscal year ending June 30, 1942, for civil functions administered by the War Department, and for other purposes, having met, after full and free conference, have agreed to recommend and do recommend to their respective Houses as follows:

That the Senate recede from its amendments numbered 9, and 10.

That the House recede from its disagreement to the amendments of the Senate numbered 2, 6, 7, and 8; and agree to the same.

Amendment numbered 1: That the House recede from its disagreement to the amendment of the Senate numbered 1, and agree to the same with an amendment, as follows: In lieu of the matter inserted by said amendment, insert the following: "purchase of grave sites"; and the Senate agree to the same.

Amendment numbered 3: That the House recede from its disagreement to the amendment of the Senate numbered 3, and agree to the same with an amendment, as follows: In lieu of the sum proposed insert "\$73,030,000"; and the Senate agree to the same.

Amendment numbered 4: That the House recede from its disagreement to the amendment of the Senate numbered 4, and agree to the same with an amendment, as follows: Restore the matter stricken out by said amendment amended to read as follows: "of which not to exceed \$9,134,035 shall be available immediately and exclusively for expenditure upon projects on account of which allotments heretofore have not been made, and, in addition, for the protection from flood waters at approaches to Fort Dix, New Jersey"; and the Senate agree to the same.

The committee of conference report in disagreement amendment numbered 5.

ELMER THOMAS,  
CARL HAYDEN,  
JOHN H. OVERTON,  
RICHARD B. RUSSELL,  
J. W. BAILEY,  
ROBT. R. REYNOLDS,

*Managers on the part of the Senate.*

J. BUELL SNYDER,  
D. D. TERRY,  
JOE STARNES,  
ROSS A. COLLINS,  
JOHN H. KERR,  
GEORGE MAHON,  
D. LANE POWERS,  
FRANCIS CASE,

*Managers on the part of the House.*

The report was agreed to.

Mr. THOMAS of Oklahoma. Mr. President, that leaves one amendment in disagreement.

The VICE PRESIDENT laid before the Senate a message from the House of Representatives announcing its action on Senate amendment No. 5 to House bill 4183, which was read as follows:

IN THE HOUSE OF REPRESENTATIVES,  
May 15, 1941.

*Resolved,* That the House insist upon its disagreement to the amendment of the Senate No. 5 to the bill (H. R. 4183) making appropriations for the fiscal year ending June 30, 1942, for civil functions administered by the War Department, and for other purposes.

Mr. THOMAS of Oklahoma. Legislative action is complete on the bill except for one amendment. That amendment is legislation on an appropriation bill. It was inserted by the Senate. The House has not agreed to the amendment, and I am constrained to believe that it will not agree to it. It relates to the authority of the Interior Department to agree with the War Department over mineral rights in a certain flood-control project located in my State.

Because of the conditions I move that the Senate recede from its amendment No. 5.

The motion was agreed to.

PRINTING OF PAMPHLET ENTITLED "OUR AMERICAN GOVERNMENT: WHAT IS IT? HOW DOES IT FUNCTION?"

The VICE PRESIDENT laid before the Senate, House Concurrent Resolution 34, which was read, as follows:

*Resolved by the House of Representatives (the Senate concurring),* That there be printed as a House document 177,000 copies of a revised edition of the pamphlet entitled "Our American Government: What Is It? How Does It Function?" of which 45,000 copies shall be for the use of the Senate and

132,000 copies for the use of the House of Representatives.

Mr. HAYDEN. I move that the Senate concur in the House concurrent resolution.

The motion was agreed to.

PRINTING OF MANUSCRIPT RELATIVE TO STRIKES IN DEFENSE INDUSTRIES (S. DOC. NO. 52)

Mr. HAYDEN. Mr. President, from the Committee on Printing I report back favorably without amendment Senate Resolution 114 and ask unanimous consent for its present consideration.

There being no objection, the resolution (S. Res. 114) submitted by Mr. THOMAS of Utah on May 13, 1941, was considered and agreed to, as follows:

*Resolved,* That the manuscript entitled "Statement Showing Basic Data for the Formulation of a Policy Toward Strikes in Defense Industries in the United States, Together With Facts as to the Extent, Duration, and Severity of Those Strikes, and the Causes Thereof; Also a Summary of the State and Federal Law and Jurisprudence Which Defines the Rights and Status of Labor Insofar as They Relate in Any Way to Strike Situations," be printed as a document.

#### ACQUISITION AND USE OF MERCHANT VESSELS

The Senate resumed the consideration of the bill (H. R. 4466) to authorize the acquisition by the United States of title to or the use of domestic or foreign merchant vessels for urgent needs of commerce and national defense, and for other purposes.

Mr. THOMAS of Utah. Mr. President, I offer an amendment, which I send to the desk and ask to have stated.

The PRESIDING OFFICER (Mr. McFARLAND in the chair). The amendment offered by the Senator from Utah will be stated.

The CHIEF CLERK. Immediately following the enacting clause, and before the word "That" in the third line, it is proposed to insert:

That whereas Congress has power to provide for the common defense and general welfare and to regulate commerce with foreign nations, and whereas for this purpose embargo acts and nonintercourse acts have from time to time been passed, and whereas the commerce of the United States is at the present time interrupted and the general welfare of its citizens is threatened and an emergency has been declared.

Mr. THOMAS of Utah. Mr. President, I should not have offered this amendment had I not consulted with the chairman of the Commerce Committee, who has the bill in charge.

The amendment affects in no way the structure of the bill. It merely adds a declaration of policy; and it has been deemed by those who have had charge of settling litigation with foreign governments arising as the result of the last war that the bill would be stronger and better if this introductory sentence were put in. I, therefore, ask the chairman of the Commerce Committee to accept the amendment so that it may go to conference with the bill.

Mr. BAILEY. Mr. President, I see no objection to agreeing to the request. The whole matter relates to the preamble, and probably broadens the base of the rea-



The PRESIDING OFFICER. Is there objection to the present consideration of the joint resolution?

There being no objection, the joint resolution was considered, ordered to be engrossed for a third reading, read the third time, and passed.

Mr. AUSTIN. Mr. President, I ask unanimous consent to have printed in the RECORD at this point the committee report on Senate Joint Resolution 76 explaining the joint resolution, in view of the circumstances under which it was passed.

There being no objection, the report (No. 308) was ordered to be printed in the RECORD, as follows:

The Committee on Military Affairs, to whom was referred the joint resolution (S. J. Res. 76) extending the application of section 6 of the act entitled "An act to expedite the strengthening of the national defense," approved July 2, 1940 (54 Stat. 714), to all Territories, dependencies, and possessions of the United States, including the Philippine Islands, the Canal Zone, and the District of Columbia having considered the same, report favorably thereon with recommendation that it do pass.

Section 6 of the act approved July 2, 1940 (54 Stat. 714), reads as follows:

"Sec. 6. Whenever the President determines that it is necessary in the interest of national defense to prohibit or curtail the exportation of any military equipment or munitions, or component parts thereof, or machinery, tools, or material, or supplies necessary for the manufacture, servicing, or operation thereof, he may by proclamation prohibit or curtail such exportation, except under such rules and regulations as he shall prescribe. Any such proclamation shall describe the articles or materials included in the prohibition or curtailment contained therein. In cases of the violation of any provision of any proclamation, or of any rule or regulation, issued hereunder, such violator or violators, upon conviction, shall be punished by a fine of not more than \$10,000, or by imprisonment for not more than 2 years, or by both such fine and imprisonment. The authority granted in this section shall terminate June 30, 1942, unless the Congress shall otherwise provide."

"Approved, July 2, 1940, 10:55 a. m., eastern standard time."

The controls of exports instituted by the Government following the enactment of the law cited, supra, have developed the necessity of the extension of these controls to all Territories, dependencies, and possessions of the United States, including the Philippine Islands, the Canal Zone, and the District of Columbia, in order that this Government may be able to control materials that otherwise would be lost to the Government, particularly some commodities that are produced in the Philippine Islands which are of great importance in the defense program.

The amount of manila hemp, for example, exported from the Philippines to Japan has increased over 35 percent, from 280,000 bales in 1939 to 387,000 bales in 1940. Hemp is of great importance to our Navy and is being used in increasing quantities. Other materials, such as iron ore, coconut oil, copra, and mahogany, are being exported from the Philippines to Japan and to Russia. The mining of a high-grade ore for Japan has risen to about 1,200,000 tons a year, and the ore goes exclusively to Japan because of the freight rates. Most of the lumber exported from the Philippines goes to Japan. Copra, or dried coconut, with a 40-percent oil content, which may be used in making glycerin for explosives, is going to Japan and Russia in considerable amounts. In 1940 Japan took

200 long tons of copra, and in the first 3 months of 1941 she took 7,000 tons. Vladivostok recently took 5,600 tons of copra from the Philippines. Japan took 685 tons of coconut oil last year, and in January and February of this year she took 5,133 tons of coconut oil. These materials are of great value to our national-defense program, and an adequate system for exercising control in this situation is essential.

Section 5 of the act of Congress approved August 29, 1916 (39 Stat. 416), an act to declare the purpose of the people of the United States as to the future political status of the people of the Philippine Islands, and to provide a more autonomous government for those islands, reads:

"That the statutory laws of the United States hereafter enacted shall not apply to the Philippine Islands, except when they specifically so provide or it is so provided in this act."

In light of that law, and since the act of July 2, 1940, does not refer to the Philippine Islands, it is obvious, as the necessity exists for such action, that Congress should make specific provision by including the Philippine Islands by name in this measure.

The Honorable JOAQUIN M. ELIZALDE, Resident Commissioner of the Philippines to the United States, appeared before your committee and expressed the unqualified support of the Commonwealth government for this legislation which would control the exports from the Philippines of materials necessary for national defense.

Extension of controls to the Canal Zone is considered necessary in the interest of defense, to preclude diversion of materials sent to the Canal for a particular purpose.

War Department letter follows:

WAR DEPARTMENT,  
Washington, May 8, 1941.

Hon. ROBERT R. REYNOLDS,  
Acting Chairman, Committee on Military Affairs, United States Senate.

DEAR SENATOR REYNOLDS: There is enclosed herewith draft of a joint resolution designed to extend the application of section 6 of the act entitled "An act to expedite the strengthening of the national defense," approved July 2, 1940 (54 Stat. 714), to all Territories, dependencies, and possessions of the United States, including the Philippine Islands, the Canal Zone, and the District of Columbia.

The status of the Philippine Islands is such that section 6 of the act of July 2, 1940 (54 Stat. 714), does not apply thereto and there is presently no control over the export from the Philippine Islands of materials essential to the defense of the United States.

On the other hand, the Philippine Islands are still a dependency of the United States (*Cincinnati Soap Company v. U. S.*, 301 U. S. 308, 322 (1937)), and the United States is obliged to defend and protect them until they attain complete independence, which, under present law, will occur in 1946. Because it now exercises no control over exports from the Philippine Islands, the United States is placed in the position of attempting to conserve all resources essential for its national defense and at the same time allowing articles and materials essential for that purpose to be removed from one of its dependencies without restriction.

In view of the immediate need of defense materials by the United States and because of its policy of conservation of resources to satisfy defense needs and to carry out our declared policy of cooperation with democratic powers, it is highly desirable that the inconsistent position of the United States which is described above be rectified. To accomplish this it will be necessary to extend our control of exports to include the Philippine Islands and all of our Territories and possessions, including the Canal Zone, from

which strategic and critical defense materials might be shipped out.

Because there is no United States court in the Philippine Islands, criminal punishment for a violation of this proposed law committed in the Philippines can be accomplished only by conferring appropriate jurisdiction on the courts of the Philippine Commonwealth.

The Bureau of the Budget advises that there would be no objection to the submission of this proposed legislation to the Congress.

Sincerely yours,

HENRY L. STIMSON,  
Secretary of War.

#### CONFIRMATION OF NOMINATIONS OF POSTMASTERS

Mr. BARKLEY. Mr. President, there are several nominations of postmasters on the calendar. As in executive session, I ask unanimous consent that the nominations of postmasters be confirmed en bloc.

The PRESIDING OFFICER. Without objection, and as in executive session, the nominations of postmasters are confirmed en bloc.

#### WILLIAM ANDREW SMITH

Mr. SHIPSTEAD. Mr. President, I rise at this time to express regret at the passing away on yesterday of a faithful public servant, Mr. William Andrew Smith, the CONGRESSIONAL RECORD clerk. Those of us who have been here longer than some others have for years noticed his faithful service. He was a modest, retiring gentleman, but very faithful in his duties, and he never complained. I am informed that he had been in the Government service for 67 years, 8 months, and 1 day. I wish to express these few words of appreciation of his services to his Government and to the Congress, as an example of a most efficient and effective public servant. I am glad of this opportunity to pay him tribute.

Mr. BARKLEY. Mr. President, I join in the expressions of regret of the Senator from Minnesota. I have known Mr. Smith as the CONGRESSIONAL RECORD clerk, with his office in the rotunda of the Capitol, for 28 of the 67 years referred to by the Senator from Minnesota. I have never known a more faithful, efficient, or conscientious public servant. Of course, he occupied a position which did not command any publicity. He never had his name in the headlines of the newspapers; and yet I dare say he rendered to the Government of the United States a service the value of which would be equal to that of the service of many other men who become more prominent in the public eye. I deeply regret his passing. I am glad of the opportunity offered by the remarks of the Senator from Minnesota to pay a brief tribute to Andy Smith, as we always knew him.

#### ADJOURNMENT

The PRESIDING OFFICER. What is the pleasure of the Senate?

Mr. BARKLEY. I move that the Senate adjourn.

The motion was agreed to; and (at 3 o'clock and 42 minutes p. m.) the Senate adjourned until tomorrow, Friday, May 16, 1941, at 12 o'clock meridian.



### CONFIRMATIONS

Executive nominations confirmed by the Senate May 15 (legislative day of May 8), 1941:

#### POSTMASTERS NEW JERSEY

Raymond J. Hughes, Sr., Beachwood.  
John W. Guire, Long Branch.  
Leo Francis Nash, New Egypt.  
Helen I. Babnew, Woodbury Heights.

#### OKLAHOMA

Willie F. Cowan, Jennings.

## HOUSE OF REPRESENTATIVES

THURSDAY, MAY 15, 1941

The House met at 12 o'clock noon.

The Chaplain, Rev. James Shera Montgomery, D. D., offered the following prayer:

Eternal God, our Heavenly Father, help us this day that with unselfish devotion to duty and the rectitude of our behavior, we may bring to our country the wisest service; how rich is life when we do good, filling our minds with pure thoughts and setting our ambitions on objects altogether worthy. We pray that our motives may have unity of purpose and poise and our hearts blend the virtues which make us the conscious heirs of eternity. Let the beauty of the Lord our God be upon us and life become richer and eager to seize the opportunity of each passing hour. Grant that we may do homage to our country because of its ideals, for the glorious army of martyrs for liberty and humanity; inspire us to hallow it as an instrument of Thy holy purpose throughout all the world. Oh disperse the clouds which overshadow it that the dreams, the hopes of freedom, and fraternity may be realized wherever man is found. Almighty God, lead us ever to praise the power that made us free, and bless the flag which declares to the world our national honor. May our Zion hear the Voice in the wilderness, making straight the highway for the Prince of Peace. In our dear Redeemer's name. Amen.

The Journal of the proceedings of yesterday was read and approved.

#### MESSAGE FROM THE SENATE

A message from the Senate, by Mr. Frazier, its legislative clerk, announced that the Senate agrees to the report of the committee of conference on the disagreeing votes of the two Houses on the amendment of the House to the joint resolution (S. J. Res. 60) entitled "A joint resolution relating to corn- and wheat-marketing quotas under the Agricultural Adjustment Act of 1938, as amended."

#### ADJOURNMENT OVER

Mr. COOPER. Mr. Speaker, I ask unanimous consent that when the House adjourns on Friday it adjourn to meet on Monday next.

The SPEAKER. Is there objection? There was no objection.

#### EXTENSION OF REMARKS

Mr. RANKIN of Mississippi. Mr. Speaker, I ask unanimous consent to ex-

tend my remarks in the RECORD and include therein an article by Constantine Brown.

The SPEAKER. Without objection, it is so ordered.

There was no objection.

#### WAR DEPARTMENT CIVIL FUNCTIONS APPROPRIATION BILL, 1942

Mr. SNYDER. Mr. Speaker, I call up the conference report on the bill (H. R. 4183) making appropriations for the fiscal year ending June 30, 1942, for civil functions administered by the War Department, and for other purposes, and I ask unanimous consent that the statement may be read in lieu of the report.

The Clerk read the title of the bill.

The SPEAKER. Is there objection to the request of the gentleman from Pennsylvania?

There was no objection.

The Clerk read the statement.

The conference report and statement are as follows:

#### CONFERENCE REPORT

The committee of conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H. R. 4183) making appropriations for the fiscal year ending June 30, 1942, for civil functions administered by the War Department, and for other purposes, having met, after full and free conference, have agreed to recommend and do recommend to their respective Houses as follows:

That the Senate recede from its amendments numbered 9, and 10.

That the House recede from its disagreement to the amendments of the Senate numbered 2, 6, 7, and 8; and agree to the same.

Amendment numbered 1: That the House recede from its disagreement to the amendment of the Senate numbered 1, and agree to the same with an amendment, as follows: In lieu of the matter inserted by said amendment, insert the following: "purchase of grave sites"; and the Senate agree to the same.

Amendment numbered 3: That the House recede from its disagreement to the amendment of the Senate numbered 3, and agree to the same with an amendment, as follows: In lieu of the sum proposed insert "\$73,030,000"; and the Senate agree to the same.

Amendment numbered 4: That the House recede from its disagreement to the amendment of the Senate numbered 4, and agree to the same with an amendment, as follows: Restore the matter stricken out by said amendment amended to read as follows: "of which not to exceed \$9,134,035 shall be available immediately and exclusively for expenditure upon projects on account of which allotments heretofore have not been made, and, in addition, for the protection from flood waters at approaches to Fort Dix, New Jersey"; and the Senate agree to the same.

The committee of conference report in disagreement amendment numbered 5.

J. BUELL SNYDER,  
D. D. TERRY,  
JOE STARNES,  
ROSS A. COLLINS,  
JOHN H. KERR,  
GEORGE MAHON,  
D. LANE POWERS,  
FRANCIS CASE,

Managers on the part of the House.

ELMER THOMAS,  
CARL HAYDEN,  
JOHN H. OVERTON,  
RICHARD B. RUSSELL,  
J. W. BAILEY,  
ROBT. R. REYNOLDS,

Managers on the part of the Senate.

#### STATEMENT

The managers on the part of the House at the conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H. R. 4183) making appropriations for the fiscal year ending June 30, 1942, for civil functions administered by the War Department, and for other purposes, submit the following statement in explanation of the effect of the action agreed upon and recommended in the accompanying conference report as to each of such amendments, namely:

No. 1: Provides for the purchase of grave sites, instead of the "purchase of land", as proposed by the Senate.

No. 2, relating to rivers and harbors: Appropriates \$68,268,640, as proposed by the Senate, instead of \$63,100,040, as proposed by the House, the increase of \$5,168,600 to be applied to projects as follows: Boston Harbor, seaplane channel; channel from Manteo to Oregon Inlet, N. C.; Silver Lake Harbor, N. C.; Pearl River, Miss. and La.; Missouri River, Kansas City to Sioux City.

Nos. 3, and 4, relating to flood control, general: Appropriates \$73,030,000, instead of \$71,129,000, as proposed by the House, and \$79,234,035, as proposed by the Senate, the agreed upon increase applying to the following projects: Guyandot section of Huntington, W. Va.; Lugert-Altus flood-control and reclamation reservoir (Oklahoma); protection of flood waters at approaches to Fort Dix, N. J.; and restores the House provision for commencing authorized projects not heretofore undertaken, amended to make available an additional amount of \$1,101,000 for the project pertaining to the Guyandot section of Huntington, W. Va., and to provide for the protection from flood waters at approaches to Fort Dix, N. J., instead of to military reservations generally, at a cost of \$350,000.

Nos. 6, 7, and 8, relating to the Panama Canal: Appropriates an additional amount of \$260,000 for the erection of quarters for employees in the Canal Zone, as proposed by the Senate.

Nos. 9 and 10, relating to the employment of aliens in the Canal Zone: Strikes out the matter inserted by the Senate.

#### Disagreement

The committee on conference reports in disagreement amendment of the Senate, No. 5, relating to compensation of the Osage Tribe for mineral rights in an area required for flood-control purposes.

J. BUELL SNYDER,  
D. D. TERRY,  
JOE STARNES,  
ROSS A. COLLINS,  
JOHN H. KERR,  
GEORGE MAHON,  
D. LANE POWERS,  
FRANCIS CASE,

Managers on the part of the House.

The SPEAKER. The gentleman from Pennsylvania [Mr. SNYDER] is recognized.

Mr. SNYDER. Mr. Speaker, this bill carried, when it left the House, \$221,272,228, which was exactly the total of the Budget estimates.

The Senate added to the bill \$13,533,635, none of which had Budget support. The conference committee has agreed to \$7,329,600 of that increase, which, if their action be approved, would mean a bill total of \$228,601,828.

Of the amount of the increase to which we have agreed, \$3,056,000 may be said to be on account of national-defense projects.

The chief interest in this bill, Mr. Speaker, is in the river and harbor and flood-control appropriations. As to the



former, the Senate added \$5,168,600 for 5 authorized projects and your conferees have agreed to the Senate's action. The names of the projects and the amounts allowed for each are as follows:

Boston Harbor, seaplane channel—	\$1,500,000
Channel from Manteo to Oregon Inlet, N. C.-----	45,000
Silver Lake Harbor, N. C.-----	60,000
Pearl River, Miss. and La.-----	1,897,000
Missouri River, Kansas City to Sioux City-----	1,666,600

As to the last project, I might say that the House bill included therefor \$1,700,000. So, the total of new money for that stretch of the Missouri River will be \$3,366,600.

For flood control, general, the difference between the provision therefor, as approved by the House, and the action agreed upon by the conference committee, is the addition of \$1,901,000, instead of \$8,105,035, as proposed by the Senate, the agreed-upon increase applying to the so-called Guyandot project at Huntington, W. Va., \$1,101,000, to the Lugert-Altus flood control and reclamation reservoir in Oklahoma, \$450,000, and to the protection from flood waters at approaches to Fort Dix, N. J., \$350,000.

The provision made by the House for commencing new projects, namely, the diversion of \$6,554,035 from amounts set up in the estimates for presently going projects remains as the House proposed. The Senate proposed an appropriation in lieu of such diversion. Since, under either arrangement there was no allocation to specific projects, the selection of projects still rests, under the law, with the President. It is true that the engineers indicated to the Senate certain projects to which they would recommend that the money be applied, but the final say, after all, is with the President.

Mr. ENGEL. Mr. Speaker, will the gentleman yield?

Mr. SNYDER. Yes; I yield.

Mr. ENGEL. Mr. Speaker, I just wanted the RECORD to show the reason why I did not sign the conference report. I am the only member of the conference committee who did not sign the report. I am in favor of every item in the bill which has anything to do with national defense. I am in favor of every increase in those items. I am opposed to the increases in the bill as it now stands as to those items which are nondefense items. I am referring particularly to the items which were increased over and above the Budget estimate. I personally feel that this is no time to increase nondefense items; that those items ought to be decreased rather than increased.

I just wanted the RECORD to show that fact.

Mr. HALLECK. Mr. Speaker, will the gentleman yield me 2 minutes?

Mr. SNYDER. I yield to the gentleman from Indiana.

Mr. HALLECK. Mr. Speaker and Members of the House, the Indianapolis News is one of the leading newspapers of the city of Indianapolis in my State. Prior to last Saturday, for some days, they have been running in parallel columns opposing articles by the Indiana Committee for National Defense and by the America First Committee, having to

do with the matter of conveying and our participation in the war.

On last Saturday the News published on its front page and in all editions that day a sample ballot with two questions: One, whether or not the person taking part in the poll favored the conveying of war supplies to Great Britain; and, second, whether or not they favored the United States entering the war.

The precise questions were:

1. Do you favor conveying by the United States of ships carrying war supplies to Great Britain?

2. Do you favor the United States entering the war and sending of our troops abroad?

The ballots could be voted by carrier or by mail or be deposited in the News office, and the balloting was to close on Monday at midnight.

They have compiled the results of that ballot and I think they are extremely interesting. That poll, which I think was fair, and which was taken after these differing arguments had been run in the paper, discloses that only 8 percent favored convoys, while 92 percent opposed convoys. Five percent favored entry into the war and 95 percent favored staying out of the war and are opposed to entry into the war.

If that is a fair sample of the sentiment—and it seems to me from what I have read of these varying arguments appearing in the article and from the way the ballot was presented, giving persons generally an opportunity to take part in the poll and the right to express their will one way or the other—then I say it is something that all of us ought to be thinking about.

Personally, I have expressed myself as opposed to conveying. Conveying may not be total war, but inevitably it would mean our Navy at war. The close similarity of the vote against conveying and against participation would indicate that the people believe that conveying means war, even as suggested by the President. Incidentally, I wonder if samplings of public opinion similar to this poll did not have something to do with the recent postponement of the President's speech. [Applause.]

[Here the gavel fell.]

The SPEAKER. The question is on agreeing to the conference report.

Mr. HOFFMAN. Mr. Speaker, will the gentleman yield me 2 minutes?

Mr. SNYDER. Is it on the conference report?

Mr. HOFFMAN. No; it is not. It is something about the RECORD. I wanted to call attention to a statement that was made in the RECORD yesterday.

Mr. SNYDER. I yield 2 minutes to the gentleman from Michigan, Mr. Speaker.

Mr. HOFFMAN. Mr. Speaker, on page 4056 of yesterday's RECORD you will find this statement made by the gentleman from Michigan [Mr. Hook], referring to a statement I made. He said that I was "charging on the floor of the House violations of law when no violations of law existed."

I call the attention of the House and of the gentleman to the fact, as can be learned from the public press, that one man, who was one of a group of 200 which was following a car pursuing a

truck of the Currier Lumber Co., and which finally forced it to the curb, was, on a public highway, hit over the head with a board and that subsequently he died.

If the gentleman from Michigan [Mr. Hook] will explain to the House how in Michigan a man can be hit over the head on a public highway with a board and killed without a violation of the law, I would be glad to have his views.

The SPEAKER. The question is on the conference report.

The conference report was agreed to.

A motion to reconsider was laid on the table.

The SPEAKER. The Clerk will report the first amendment in disagreement.

The Clerk read as follows:

Senate amendment No. 5: Page 9, line 18, after the word "project", insert "Provided further, That in aid of the construction, maintenance, and operation of the Hulah Dam and Reservoir project on the Caney River, Okla., and Kans., authorized by the act of June 22, 1936 (49 Stat. 1571), as amended, for the control of floods in the Verdigris River Valley, the Osage Tribal Council be, and it hereby is, authorized, upon payment of just compensation therefor, and with the approval of the Secretary of the Interior, to release and relinquish to the United States of America such right, interest, and control in and over the minerals reserved to the Osage Tribe by the act of June 28, 1906 (34 Stat. 539), as amended, as may be found by the Secretary of War to be necessary for the construction, maintenance, and operation of said Hulah Dam and Reservoir project: *Provided further*, That construction of said project may be undertaken when the amount of money to be paid to the Osage Tribe as just compensation for the release and relinquishment herein authorized has been agreed upon by the Secretary of War, the Secretary of the Interior, and the Osage Tribal Council: *Provided further*, That the amount agreed upon as just compensation for the release and relinquishment herein authorized shall be paid by the Secretary of War out of appropriations made for flood control, general, to the Secretary of the Interior for disbursement in the manner provided by section 4 of the act of June 28, 1906 (34 Stat. 539), as amended, for the disbursement of royalties received from the leasing of minerals owned by the Osage Tribe."

Mr. SNYDER. Mr. Speaker, I move that the House insist on its disagreement to the amendment of the Senate No. 5.

The motion was agreed to, and a motion to reconsider was laid on the table.

PRINTING OF REVISED EDITION OF PAMPHLET ENTITLED "OUR AMERICAN GOVERNMENT, WHAT IS IT? HOW DOES IT FUNCTION?"

Mr. JARMAN. Mr. Speaker, from the Committee on Printing I report back favorably without amendment (Rept. No. 540) a privileged concurrent resolution (H. Con. Res. 34) authorizing the printing as a House document of a revised edition of the pamphlet entitled "Our American Government, What Is It? How Does It Function?" and ask for its immediate consideration.

The Clerk read as follows:

Resolved by the House of Representatives (the Senate concurring), That there be printed as a House document 177,000 copies of a revised edition of the pamphlet entitled "Our American Government: What Is It?"



How Does It Function?" of which 45,000 copies shall be for the use of the Senate and 132,000 copies for the use of the House of Representatives.

Mr. RICH. Mr. Speaker, will the gentleman yield?

Mr. JARMAN. I yield.

Mr. RICH. Mr. Speaker, I wish to say in reference to this publication that when it was first proposed to the Committee on Printing I did not favor it. The gentleman from Texas [Mr. PATMAN] wanted me to read it. I took the time to read it, and I want to say that it is worth while for every Member of Congress—in fact every person in this country—to read. [Applause.] It is really something that will enlighten all of you. As it says, it is the meat in the coconut. One can read it through in a short time.

Mr. LUDLOW. Mr. Speaker, will the gentleman yield?

Mr. JARMAN. I yield.

Mr. LUDLOW. How many copies will that give each Member?

Mr. JARMAN. That will give each Member of the House 300 copies and each Member of the Senate 450.

The SPEAKER. The question is on the resolution.

The resolution was agreed to.

A motion to reconsider was laid on the table.

#### EXTENSION OF REMARKS

Mr. ANDREWS. Mr. Speaker, I ask unanimous consent to extend my remarks in the RECORD and to include therein a letter in reference to the Federal Communications Commission.

The SPEAKER. Without objection, it is so ordered.

There was no objection.

Mr. YOUNGDAHL. Mr. Speaker, I ask unanimous consent to revise and extend my own remarks in the RECORD and to include therein an address delivered by Mr. F. Peavey Heffelfinger, chairman of the National Grain Trade Council, Minneapolis, Minn., before the United States Chamber of Commerce, on April 30 last.

The SPEAKER. Without objection, it is so ordered.

There was no objection.

Mr. LARRABEE. Mr. Speaker, I ask unanimous consent to revise and extend my own remarks in the RECORD and to include a resolution.

The SPEAKER. Without objection, it is so ordered.

There was no objection.

Mr. ROBSION of Kentucky. Mr. Speaker, I ask unanimous consent to revise and extend my own remarks in the RECORD on the conference report on the civil functions War Department bill.

The SPEAKER. Without objection, it is so ordered.

There was no objection.

Mr. BENDER. Mr. Speaker, I ask unanimous consent to revise and extend my own remarks in the RECORD and to include a radio address.

The SPEAKER. Without objection, it is so ordered.

There was no objection.

Mr. SHAFER of Michigan. Mr. Speaker, I ask unanimous consent to revise and extend my own remarks in the RECORD.

The SPEAKER. Without objection, it is so ordered.

There was no objection.

#### PERMISSION TO ADDRESS THE HOUSE

Mr. SABATH. Mr. Speaker, I ask unanimous consent to address the House for 1 minute.

The SPEAKER. Without objection, it is so ordered.

There was no objection.

[Mr. SABATH addressed the House. His remarks appear in the Appendix of the RECORD.]

The SPEAKER. The Chair does not desire to recognize any other Member to proceed for 1 minute, because opportunity to do so was afforded when the House met, before we entered on the business of the day.

#### LEGISLATIVE BRANCH APPROPRIATION BILL, 1942

Mr. O'NEAL, from the Committee on Appropriations, reported the bill (H. R. 4756) making appropriations for the legislative branch of the Government for the fiscal year ending June 30, 1942, and for other purposes (Rept. No. 539), which was read a first and second time, and, with the accompanying report, referred to the Committee of the Whole House on the state of the Union, and ordered to be printed.

Mr. POWERS reserved all points of order on the bill.

Mr. O'NEAL. Mr. Speaker, I move that the House resolve itself into the Committee of the Whole House on the state of the Union for the consideration of the bill (H. R. 4756) making appropriations for the legislative branch of the Government for the fiscal year ending June 30, 1942, and for other purposes; and pending that motion, I ask unanimous consent that general debate continue for 1 hour, to be limited to the bill, and that this time be equally divided between the gentleman from New Jersey [Mr. POWERS] and myself.

Mr. POWERS. Mr. Speaker, that is satisfactory to me.

The SPEAKER. Is there objection to the request of the gentleman from Kentucky [Mr. O'NEAL]?

There was no objection.

The motion was agreed to.

Accordingly the House resolved itself into the Committee of the Whole House on the state of the Union for the consideration of the bill H. R. 4756, with Mr. RICHARDS in the chair.

The Clerk read the title of the bill.

The first reading of the bill was dispensed with.

Mr. O'NEAL. Mr. Chairman, I yield myself 10 minutes.

Mr. Chairman, this is the smallest regular appropriation bill that comes before the Congress each year. The preparation of the bill has been an interesting service because it relates directly to the expenses of the legislative branch and other activities here on Capitol Hill. Incidentally, may I say, that this is the first time the present chairman has served on this subcommittee, and only one member of the subcommittee has served thereon, prior to this session. As chairman I feel extremely fortunate in being associated on this subcommittee

with the gentleman from Washington [Mr. LEAVY], the gentleman from South Carolina [Mr. HARE], the gentleman from New Jersey [Mr. POWERS], and the gentleman from Indiana [Mr. JOHNSON], who have served faithfully and highly intelligently in the performance of their responsibilities.

These gentlemen, by their attitude toward the appropriations and estimates, have exhibited a sound business viewpoint and have cooperated in all the examinations and in all the determinations that we have made. I am very grateful to them for their loyal cooperation and the service which they have rendered the Nation.

Mr. Chairman, we have made some very substantial cuts in the estimates for this bill. It is very discouraging to a member of the Appropriations Committee at this time to go through all of these tremendous estimates that have been brought here in connection with many of the appropriation bills. Sometimes we get a little track-sore and perhaps think, "What is the use?" But I may say for this committee, that it has not lost its old appreciation of thrift and the desirability of trying to save where we can, and endeavoring to make \$2 rather than \$3 do the same amount of work.

We have considered estimates and appropriations necessary for the Senate, the House of Representatives, the Capitol Police, the Joint Committee on Printing, the Joint Committee on Internal Revenue Taxation, the Office of Legislative Counsel, the Architect of the Capitol, the Botanic Garden, the Library of Congress, and the Government Printing Office.

The bill came to us with estimates totaling \$27,092,870. It is interesting to note that although the President sends these estimates to us, the Supreme Court and the legislative branch are excepted from review by the Budget and by him, leaving to the Appropriations Committee the duty of performing all the pruning of these estimates. We have reduced the \$27,092,870 to \$24,846,047, or a cut of \$2,246,823. We have eliminated 90 percent of the increase sought and that, we feel, is real economy.

A large part of this reduction came in items of public-works estimates. Many improvements were suggested for the Capitol Buildings and Grounds and the Library Buildings and Grounds, but we reduced the public-works program—by that I mean the work to be done in building and improvements—by \$1,590,148. In making up this amount we eliminated an item for reconstructing the terraces of the Capitol, amounting to \$375,000; an item for repaving of roadways and reconstruction of sewers on the Capitol Grounds, \$390,970; an item for the removal of the John Marshall statue to the Supreme Court, \$3,000; and \$25,000 for the purchase of a statue of George Washington, to be placed at the foot of the hill where the statue of Marshall now stands; an item of \$566,000 for air conditioning the book-stack areas of the old Library of Congress Building; and items for improvements and elimination of fire hazards in Library Buildings, \$139,780. There also was an item for re-



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[PUBLIC LAW 71—77TH CONGRESS]

[CHAPTER 130—1ST SESSION]

[H. R. 4183]

AN ACT

Making appropriations for the fiscal year ending June 30, 1942, for civil functions administered by the War Department, and for other purposes.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the following sums are appropriated, out of any money in the Treasury not otherwise appropriated, for the fiscal year ending June 30, 1942, for civil functions administered by the War Department, and for other purposes, namely:

QUARTERMASTER CORPS

CEMETERIAL EXPENSES

For maintaining and improving national cemeteries, including fuel for and pay of superintendents and the superintendent at Mexico City, and other employees; purchase of grave sites; purchase of tools and materials; repair, maintenance, and operation of passenger-carrying motor vehicles; care and maintenance of the Arlington Memorial Amphitheater, chapel, and grounds in the Arlington National Cemetery, and that portion of Congressional Cemetery to which the United States has title and the graves of those buried therein, including Confederate graves, and including the burial site of Pushmataha, a Choctaw Indian chief; repair to roadways but not to more than a single approach road to any national cemetery constructed under special Act of Congress; for headstones or markers for unmarked graves of soldiers, sailors, and marines under the Acts approved March 3, 1873 (24 U. S. C. 279), February 3, 1879 (24 U. S. C. 280), March 9, 1906 (34 Stat. 56), March 14, 1914 (38 Stat. 768), February 26, 1929 (24 U. S. C. 280a), and April 18, 1940 (54 Stat. 142), and civilians interred in post cemeteries; recovery of bodies and disposition of remains as authorized by Act of May 17, 1938 (10 U. S. C. 916-916d), including remains of personnel of the Army of the United States who die while on active duty; expenses authorized by Act of July 8, 1940 (54 Stat. 743), incident to remains, dependents, and property of employees dying while in a travel status or on duty in a territory or possession of the United States or in a foreign country; travel allowances of attendants accompanying remains of military personnel and civilian employees; for repairs and preservation of monuments, tablets, roads, fences, and so forth, made and constructed by the United States in Cuba and China to mark the places where American soldiers fell; care, protection, and maintenance of the Confederate Mound in Oakwood Cemetery at Chicago, the Confederate Stockade Cemetery at Johnstons Island, the Confederate burial plats owned by the United



States in Confederate Cemetery at North Alton, the Confederate Cemetery, Camp Chase, at Columbus, the Confederate Cemetery at Point Lookout, and the Confederate Cemetery at Rock Island; and for care and maintenance of graves used by the Army for burials in commercial cemeteries, \$2,765,626: *Provided*, That no railroad shall be permitted upon any right-of-way which may have been acquired by the United States leading to a national cemetery, or to encroach upon any roads or walks constructed thereon and maintained by the United States: *Provided further*, That no part of this appropriation shall be used for repairing any roadway not owned by the United States within the corporate limits of any city, town, or village.

The Secretary of War is authorized to convey to any State, county, municipality, or proper agency thereof, in which the same is located, all the right, title, and interest of the United States in and to any Government owned or controlled approach road to any national cemetery: *Provided*, That prior to the delivery of any instrument of conveyance hereunder, the State, county, municipality, or agency to which the conveyance herein authorized is to be made, shall notify the Secretary of War in writing of its willingness to accept and maintain the road included in such conveyance: *Provided further*, That upon the execution and delivery of any conveyance herein authorized the jurisdiction of the United States of America over the road conveyed shall cease and determine and shall thereafter vest in the State in which said road is located.

## SIGNAL CORPS

### ALASKA COMMUNICATION SYSTEM

For operation, maintenance, and improvement of the Alaska Communication System, including travel allowances and travel in kind as authorized by law, and operation and maintenance of passenger-carrying vehicles, \$222,744, to be derived from the receipts of the Alaska Communication System which have been covered into the Treasury of the United States, and to remain available until the close of the fiscal year 1943: *Provided*, That the Secretary of War shall report to Congress the extent and cost of any extensions and betterments which may be effected under this appropriation: *Provided further*, That hereafter charges for interconnection between the radio-telephone facilities of this system and commercial telephone facilities may be paid from the receipts of the Alaska Communication System.

## CORPS OF ENGINEERS

### RIVERS AND HARBORS AND FLOOD CONTROL

To be immediately available and to be expended under the direction of the Secretary of War and the supervision of the Chief of Engineers, and to remain available until expended:

### RIVERS AND HARBORS

For the preservation and maintenance of existing river and harbor works, and for the prosecution of such projects heretofore authorized as may be most desirable in the interests of commerce and naviga-



tion; for survey of northern and northwestern lakes and other boundary and connecting waters as heretofore authorized, including the preparation, correction, printing, and issuing of charts and bulletins and the investigation of lake levels; for prevention of obstructive and injurious deposits within the harbor and adjacent waters of New York City; for expenses of the California Débris Commission in carrying on the work authorized by the Act approved March 1, 1893, as amended (33 U. S. C. 661, 678, and 683): for removing sunken vessels or craft obstructing or endangering navigation as authorized by law; for operating and maintaining, keeping in repair, and continuing in use without interruption any lock, canal (except the Panama Canal), canalized river, or other public works for the use and benefit of navigation belonging to the United States, including maintenance of the Hennepin Canal in Illinois; for payment annually of tuition fees of not to exceed fifty student officers of the Corps of Engineers at civil technical institutions under the provisions of section 127a of the National Defense Act, as amended (10 U. S. C. 535); for examinations, surveys, and contingencies of rivers and harbors; for printing and binding, newspapers, lawbooks, books of reference, periodicals, and office supplies and equipment required in the Office of the Chief of Engineers to carry out the purposes of this appropriation, including such printing as may be authorized by the Committee on Printing of the House of Representatives, either during a recess or session of Congress, of surveys authorized by law, and such surveys as may be printed during a recess of Congress shall be printed, with illustrations, as documents of the next succeeding session of Congress, and for the purchase (not to exceed \$167,870) of motor-propelled passenger-carrying vehicles and motorboats, for official use: *Provided*, That no part of this appropriation shall be expended for any preliminary examination, survey, project, or estimate not authorized by law, \$68,268,640, of which \$1,500,000 shall be available for improvement of Boston Harbor as recommended in House Document Numbered 362, Seventy-sixth Congress, \$45,000 for improvement of the channel from Manteo to Oregon Inlet, North Carolina, as recommended in House Document Numbered 313, Seventy-sixth Congress, and \$60,000 for improvement of Silver Lake Harbor, North Carolina, as recommended in House Document Numbered 325, Seventy-sixth Congress, all as authorized by the National Defense River and Harbor Act approved October 17, 1940: *Provided*, That from this appropriation the Secretary of War may, in his discretion and on the recommendation of the Chief of Engineers based on the recommendation by the Board of Rivers and Harbors in the review of a report or reports authorized by law, expend such sums as may be necessary for the maintenance of harbor channels provided by a State, municipality, or other public agency, outside of harbor lines and serving essential needs of general commerce and navigation, such work to be subject to the conditions recommended by the Chief of Engineers in his report or reports thereon: *Provided further*, That no appropriation under the Corps of Engineers for the fiscal year 1942 shall be available for any expenses incident to operating any power-driven boat or vessel on other than Government business: *Provided further*, That not to exceed \$1,000 of the amount herein appropriated shall be available for the support and main-



tenance of the Permanent International Commission of the Congresses of Navigation and for the payment of the actual expenses of the properly accredited delegates of the United States to the meeting of the Congresses and of the Commission.

#### FLOOD CONTROL

Flood control, general: For the construction and maintenance of certain public works on rivers and harbors for flood control, and for other purposes, in accordance with the provisions of the Flood Control Act, approved June 22, 1936, as amended and supplemented, including printing and binding, newspapers, lawbooks, books of reference, periodicals, and office supplies and equipment required in the Office of the Chief of Engineers to carry out the purposes of this appropriation, the purchase (not to exceed \$27,200) of motor-propelled passenger-carrying vehicles and motorboats for official use, and for preliminary examinations and surveys of flood-control projects authorized by law, \$73,030,000, of which not to exceed \$9,134,035 shall be available immediately and exclusively for expenditure upon projects on account of which allotments heretofore have not been made, and, in addition, for the protection from flood waters at approaches to Fort Dix, New Jersey: *Provided*, That \$998,342 of this appropriation shall be transferred and made available to the Secretary of Agriculture for preliminary examinations and surveys, as authorized by law, for run-off and water-flow retardation and soil-erosion prevention on the watersheds of flood-control projects, including the employment of persons in the District of Columbia and elsewhere, purchase of books and periodicals, printing and binding, the purchase (not to exceed \$15,000) of motor-propelled passenger-carrying vehicles and motorboats, and for other necessary expenses: *Provided further*, That funds appropriated herein may be used for flood-control work on the Salmon River, Alaska, as authorized by law: *Provided further*, That funds appropriated herein may be used to execute detailed surveys, prepare plans and specifications, and to procure options on land and property necessary for the construction of authorized flood-control projects or for flood-control projects considered for selection in accordance with the provisions of section 4 of the Flood Control Act approved June 28, 1938: *Provided further*, That the expenditure of funds for completing the necessary surveys and securing options shall not be construed as a commitment of the Government to the construction of any project.

Flood control, Mississippi River and tributaries: For prosecuting work of flood control in accordance with the provisions of the Flood Control Act approved May 15, 1928, as amended (33 U. S. C. 702a), including printing and binding, newspapers, lawbooks, books of reference, periodicals, and office supplies and equipment required in the Office of the Chief of Engineers to carry out the purposes of this appropriation, and for the purchase (not to exceed \$42,750) of motor-propelled passenger-carrying vehicles and motorboats for official use, \$22,000,000.

Emergency fund for flood control on tributaries of Mississippi River: For rescue work and for repair or maintenance of any flood-control work on any tributaries of the Mississippi River threatened



or destroyed by flood, in accordance with section 9 of the Flood Control Act, approved June 15, 1936 (49 Stat. 1508), \$100.

Flood control, Sacramento River, California: For prosecuting work of flood control, Sacramento River, California, in accordance with the provisions of Acts approved March 1, 1917, May 15, 1928, and August 26, 1937 (33 U. S. C. 703, 704; 50 Stat. 849), \$98,325.

#### HYDROELECTRIC POWER

Power plant, Fort Peck Dam, Montana: For continuing the construction of the hydroelectric power plant at Fort Peck Dam, Montana, as authorized by the Act approved May 18, 1938 (52 Stat. 403), \$1,845,000.

Power plant, Bonneville Dam, Columbia River, Oregon: For continuing the construction of the hydroelectric power plant at Bonneville Dam, Columbia River, Oregon, as authorized by the Acts approved August 30, 1935 (49 Stat. 1038), and August 20, 1937 (50 Stat. 731), \$7,170,000.

#### UNITED STATES SOLDIERS' HOME

For maintenance and operation of the United States Soldiers' Home, to be paid from the Soldiers' Home Permanent Fund, \$806,067.

#### THE PANAMA CANAL

For every expenditure requisite for and incident to the maintenance and operation, sanitation, and civil government of the Panama Canal and Canal Zone, and construction of additional facilities, including the following: Compensation of all officials and employees; foreign and domestic newspapers and periodicals; lawbooks; textbooks and books of reference; printing and binding, including printing of annual report; personal services in the District of Columbia; purchase or exchange of typewriting, adding, and other machines; purchase or exchange, maintenance, repair, and operation of motor-propelled and horse-drawn passenger-carrying vehicles; claims for damages to vessels passing through the locks of the Panama Canal, as authorized by the Panama Canal Act; claims for losses of or damages to property arising from the conduct of authorized business operations; claims for damages to property arising from the maintenance and operation, sanitation, and civil government of the Panama Canal, and construction of additional facilities; acquisition of land and land under water, as authorized in the Panama Canal Act; expenses incurred in assembling, assorting, storing, repairing, and selling material, machinery, and equipment heretofore or hereafter purchased or acquired for the construction of the Panama Canal which are unserviceable or no longer needed, to be reimbursed from the proceeds of such sale; expenses incident to conducting hearings and examining estimates for appropriations on the Isthmus; expenses incident to any emergency arising because of calamity by flood, fire, pestilence, or like character not foreseen or otherwise provided for herein; travel expenses when prescribed by the Governor of the Panama Canal to persons engaged in field work or traveling on official business; not to exceed \$2,000 for travel and subsistence expenses of members of the police and fire forces of the



Panama Canal incident to their special training in the United States; transportation, including insurance, of public funds and securities between the United States and the Canal Zone; purchase, construction, repair, replacement, alteration, or enlargement of buildings, structures, equipment, and other improvements; and for such other expenses not in the United States as the Governor of the Panama Canal may deem necessary best to promote the maintenance and operation, sanitation, and civil government of the Panama Canal, and construction of additional facilities, all to be expended under the direction of the Governor of the Panama Canal and accounted for as follows:

For maintenance and operation of the Panama Canal: Salary of the Governor, \$10,000; contingencies of the Governor, to be expended in his discretion, not exceeding \$3,000; purchase, inspection, delivery, handling, and storing of materials, supplies, and equipment for issue to all departments of the Panama Canal, the Panama Railroad, other branches of the United States Government, and for authorized sales; payment in lump sums of not exceeding the amounts authorized by the Injury Compensation Act approved September 7, 1916 (5 U. S. C. 793), to alien cripples who are now a charge upon the Panama Canal by reason of injuries sustained while employed in the construction of the Panama Canal; and relief payments authorized by the Act approved July 8, 1937 (50 Stat. 478), \$10,474,086; for continuing the construction of special protective works, \$4,670,000; in all, \$15,144,086, together with all moneys arising from the conduct of business operations authorized by the Panama Canal Act.

Construction of additional facilities—Panama Canal: For construction of additional facilities for the improvement and enlargement of the capacity of the Panama Canal, in accordance with the Act approved August 11, 1939 (53 Stat. 1409), including reimbursement to the appropriations "Maintenance and Operation, Panama Canal", "Sanitation, Panama Canal", and "Civil Government, Panama Canal", in such amounts as the Governor of the Panama Canal shall from time to time determine to be additional costs incurred for the objects specified in said appropriations on account of the prosecution of the work; in all, \$34,932,000, and, in addition, the Governor of the Panama Canal may, when authorized by the Secretary of War, make or authorize the making of contracts prior to July 1, 1942, for or on account of the construction of such additional facilities, to an amount not in excess of \$79,000,000.

For sanitation, quarantine, hospitals, and medical aid and support of the insane and of lepers and aid and support of indigent persons legally within the Canal Zone, including expenses of their deportation when practicable, the purchase of artificial limbs or other appliances for persons who were injured in the service of the Isthmian Canal Commission or the Panama Canal prior to September 7, 1916, additional compensation to any officer of the United States Public Health Service detailed with the Panama Canal as chief quarantine officer, and payments of not to exceed \$50 in any one case to persons within the Government service who shall furnish blood from their veins for transfusion to the veins of patients in Panama Canal hospitals: *Provided*, That expenditures heretofore made to any person within the Government service for blood furnished to patients in Panama Canal hospitals are hereby validated, \$1,024,223.



For civil government of the Panama Canal and Canal Zone, including gratuities and necessary clothing for indigent discharged prisoners, \$1,295,017.

Total, Panama Canal, \$52,395,326, to be available until expended.

In addition to the foregoing sums there is appropriated for the fiscal year 1942 for expenditures and reinvestment under the several heads of appropriation aforesaid, without being covered into the Treasury of the United States, and to remain available until expended, all moneys received by the Panama Canal during the fiscal year 1942 and prior fiscal years (exclusive of net profits for such prior fiscal years) from services rendered or materials and supplies furnished to the United States, the Panama Railroad Company, the Canal Zone government, or to their employees, respectively, or to the Panama Government, from hotel and hospital supplies and services; from rentals, wharfage, and like service; from labor, materials, and supplies and other services furnished to vessels other than those passing through the Canal, and to others unable to obtain the same elsewhere; from the sale of scrap and other byproducts of manufacturing and shop operations; from the sale of obsolete and unserviceable materials, supplies, and equipment purchased or acquired for the operation, maintenance, protection, sanitation, and government of the Canal and Canal Zone; and any net profits accruing from such business to the Panama Canal shall annually be covered into the Treasury of the United States.

There is also appropriated for the fiscal year 1942 for the operation, maintenance, and extension of waterworks, sewers, and pavements in the cities of Panama and Colon, to remain available until expended, the necessary portions of such sums as shall be paid during that fiscal year as water rentals or directly by the Government of Panama for such expenses.

SEC. 2. No part of any appropriation contained in this Act shall be used directly or indirectly after May 1, 1941, except for temporary employment in case of emergency, for the payment of any civilian for services rendered by him on the Canal Zone while occupying a skilled, technical, clerical, administrative, executive, or supervisory position unless such person is a citizen of the United States of America or of the Republic of Panama: *Provided, however*, (1) That, notwithstanding the provision in the Act approved August 11, 1939 (53 Stat. 1409), limiting employment in the above-mentioned positions to citizens of the United States from and after the date of the approval of said Act, citizens of Panama may be employed in such positions; (2) that at no time shall the number of Panamanian citizens employed in the above-mentioned positions exceed the number of citizens of the United States so employed, if United States citizens are available in continental United States or on the Canal Zone; (3) that nothing in this Act shall prohibit the continued employment of any person who shall have rendered fifteen or more years of faithful and honorable service on the Canal Zone; (4) that in the selection of personnel for skilled, technical, administrative, clerical, supervisory, or executive positions, the controlling factors in filling these positions shall be efficiency, experience, training, and education; (5) that all citizens of Panama and the United States rendering skilled, technical, clerical, administrative, executive, or supervisory



service on the Canal Zone under the terms of this Act (a) shall normally be employed not more than forty hours per week, (b) may receive as compensation equal rates of pay based upon rates paid for similar employment in continental United States plus 25 per centum; (6) this entire section shall apply only to persons employed in skilled, technical, clerical, administrative, executive, or supervisory positions on the Canal Zone directly or indirectly by any branch of the United States Government or by any corporation or company whose stock is owned wholly or in part by the United States Government: *Provided further*, That the President may suspend compliance with this section in time of war or national emergency if he should deem such course to be in the public interest.

SEC. 3. No part of any appropriation contained in this Act or authorized hereby to be expended shall be used to pay the compensation of any officer or employee of the Government of the United States, or of any agency the majority of the stock of which is owned by the Government of the United States, whose post of duty is in continental United States unless such person is a citizen of the United States, or a person in the service of the United States on the date of the approval of this Act who being eligible for citizenship had theretofore filed a declaration of intention to become a citizen or who owes allegiance to the United States.

SEC. 4. No part of any appropriation contained in this Act shall be used to pay the salary or wages of any person who advocates, or who is a member of an organization that advocates, the overthrow of the Government of the United States by force or violence: *Provided*, That for the purposes hereof an affidavit shall be considered prima facie evidence that the person making the affidavit does not advocate, and is not a member of an organization that advocates, the overthrow of the Government of the United States by force or violence: *Provided further*, That any person who advocates, or who is a member of an organization that advocates, the overthrow of the Government of the United States by force or violence and accepts employment the salary or wages for which are paid from any appropriation in this Act shall be guilty of a felony and, upon conviction, shall be fined not more than \$1,000 or imprisoned for not more than one year, or both: *Provided further*, That the above penalty clause shall be in addition to, and not in substitution for, any other provisions of existing law.

SEC. 5. This Act may be cited as the "War Department Civil Appropriation Act, 1942".

Approved, May 23, 1941.







